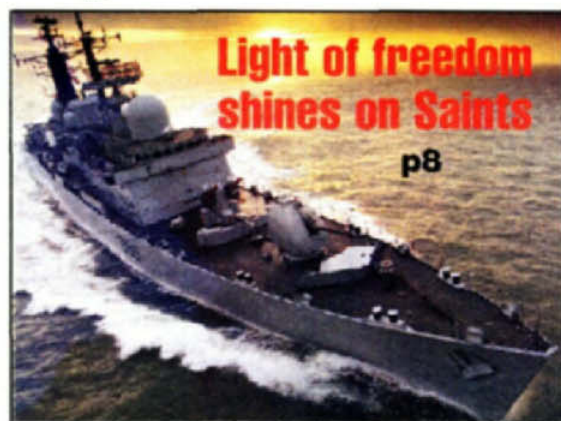


# Navy News

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MARCH 2000 80p



**Light of freedom  
shines on Saints**

p8

**WIN!**  
**25 FAMILY  
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2000  
at CHATHAM**  
see page 34



**GULF SHIPS SHOW GREAT HEART - p4**



**BLOOD AND GUTS IN CHINA - 8-page extra**

# FLEET IS FIGHTING FIT SAY CHIEFS

## Admirals attack press tales of Navy run-down

**PRESS REPORTS** that the Royal Navy is cutting Fleet activity because it is running out of fuel and funds have been attacked as inaccurate, exaggerated and ill-informed by members of the Navy's top brass.

Their concern that the effect the reports could have on morale has triggered a general signal to the Service by the Assistant Chief of the Naval Staff, Rear Admiral James Burnell-Nugent. In it, he

urges members of the Navy not to take press reports at face value.

"You should only believe what you hear through the chain of command," he said.

Navy people would probably have noticed many errors of fact and out-of-date information in the articles.

He said: "It is true that the higher level of operational activity earlier in the year and the significant rise in the price of fuel have resulted in changes to Royal Marines and ships' programmes, including periods alongside."

"Even so, all our military tasks are being fulfilled, and the impact on Fleet operational capability is being minimised."

As examples of the Fleet's activity, Admiral Burnell-Nugent cites the current Task Group deployment to the Gulf led by HMS Illustrious, the world deployment by frigates, destroyers and Royal Fleet Auxiliary vessels, RM operational commitments, and the



**Hawk  
strike**

**Royal Navy Hawk jets test ship defences during a 'Thursday War' in the Channel. They are flying under the guidance of Plymouth Military Radar based at Devonport - see our feature on the Navy's air controllers in pages 20-21. Picture: Geoffrey Lee**

## OUR BIG ISSUE

**YET another big issue** this month - 40 pages plus two special supplements, on health and fitness and the Boxer Rebellion. High costs of production mean we must raise the cover price to £1 in April, but since the last price rise we have gone to full colour, all-glossy newsprint, so **Navy News** still offers top value for money.

Navy's Millennium tour of British ports.

"As regards speculation about cuts to the Fleet, mothballing of ships and withdrawal from tasks, we must remember that every year, changes to the defence programme are considered as we adapt to changing priorities. The Navy is

obviously included in this process."

Also, as part of the Treasury's spending review, the Ministry of Defence has had to look at costs for the next three years - something which "always causes a great deal of speculation in the press, giving rise to inaccurate, unhelpful and poorly researched reporting.

This will continue at least until the summer."

Meanwhile, C-in-C Fleet, Admiral Sir Nigel Essenhigh, has added his criticism of the press stories.

He said he has adjusted the Fleet's programme in the light of heavy operational tasking last year

- including the Kosovo campaign. And due to a very steep rise in world fuel prices he had "fine-tuned" the Fleet's activity levels to enable it to live within allocated funds.

To achieve operational effectiveness, conflicting requirements had

■ **Turn to back page**





## Trainers go to the ends of the earth

FLEET trainers have been doing their work in exotic parts of the world to enhance the operational skills of two younger navies operating former Royal Navy warships.

A six-man team from Flag Officer Sea Training deployed to Manila to help the Philippines Navy on board former Hong Kong patrol vessels HM ships Peacock and Plover (now Apolinario Nabini and Emilio Jacinto).

Across the Pacific, RN specialists were on hand to train members of the Brazilian Navy in the use of Seawolf air defence missiles in the former HMS Battleaxe (now the Rademaker).

The FOST team, led by Cdr Brian Warren, spent two weeks in Manila training the ship's companies of

the patrol vessels in firefighting, damage control, sea survival, boarding operations and engineering. They also spent time training their FOST equivalents in the Brazilian Navy.

The team, including CMEM(M) Darby Allan and PO(SEA) Sid Carr, also enjoyed a varied social calendar, including a golf match, cultural trips and a dinner hosted by the Chief of the Philippines Fleet, Vice Admiral Fernandez.

In Brazil, Lt Nick Chamberlain from Director Ships Weapons Engineering, led a small technical training and advisory team for the first Seawolf firing by the Brazilian Navy. He presented a trophy to mark the occasion to the Weapons Engineer Officer of the Rademaker and the System Engineer.

Personnel from Captain Weapons



● IN THE PHILIPPINES – PO Carr prepares his pupils for an abandon-ship exercise, and (left) Lt Cdr Dave Reinhold looks on as members of the Philippines Navy operational sea training team hatch up a scenario.



Trials and Assessment and industry were also involved in the training package co-ordinated by the Disposal Sales Agency.

● IN BRAZIL – Lt Chamberlain presents a trophy made from part of the Rademaker's Seawolf target to Lts Lindgren and Silva Mello, the Type 22's WEO and System Engineer respectively.

## Electronic commerce system to bring big changes

AN ELECTRONIC system which is expected to revolutionise the way the Ministry of Defence buys goods and services, is due to start up this summer.

The e-commerce system will handle logistics transactions worth billions and will transform a largely paper-based system through electronic messaging, on-line catalogues of products and automatic transactions.

There will also be a new corporate charge card, allowing people to make small purchases directly, obtaining everything from stationery to spare parts for vehicles without filling in dozens of forms and having to wait days for delivery.

The new system – Defence Electronic Commerce Service (DECS) – was introduced by Armed Forces Minister John Spellar who said it was likely to be the biggest and most significant e-commerce system in Government and possibly the UK.

## Diamond event

A DUAL event this month will celebrate the 60th anniversary of the formation of 819 Naval Air Squadron, and the 40th birthday of the squadron's present base, HMS Gannet.

A dinner dance at Prestwick Airport on March 31 will be limited to 500. More information can be obtained through an answer phone on 01292 674260 or on [www.royal-navy.mod.uk](http://www.royal-navy.mod.uk)

# Study launched over shortage of IT skills

A NEW study team has been formed by the Royal Navy to address concerns about the shortage of skilled people needed to cope properly with what the Service describes as an 'explosion' in computer technology at sea.

The four-man team, led by Capt Laurie Brokenshire, will address manpower needs in the light of the recognition by the Navy Strategic Plan 2000-2015 that Communications and Information Systems (CIS) will

play an increasing role in operational capability.

They include ships' business-critical networks – NavyStar – and command support systems.

Recent studies have shown that current CIS manning is determined more by individuals' levels of interest and computer literacy than by their career development – and that is made worse by the absence of a clear career path for CIS-skilled personnel.

It has been realised that current and future CIS manpower needs must be established and that there must be a sustainable supply of suitably skilled people.

The new group – titled the Naval CIS Manpower Study (NCMS)

team – will investigate the issues and examine ways of meeting future needs. It will look at the skills required by officers and ratings at all levels of CIS support, ashore and afloat.

Capt Brokenshire told Navy News: "We are a small team with a tremendous amount of ground to cover and only six months in which to do it."

"Naturally, we are keen to produce answers to the problems as everyone else is to see them, but the pace of technological change makes long-term solutions difficult to find, even with a magic wand."

The study team's work is due to be completed in June and the results will be fed into the wider-ranging Strategic Manpower Review.

## Lord of disguise

BEING in the firing line is nothing new for a Parliamentarian, but in this case the experience was somewhat different for Lord Newall during his visit to 42 Cdo on exercise in Virginia.

Lord Newall was one of the latest of 65 Members of Parliament to take part in the Armed Forces Parliamentary Scheme aimed at giving Members experience of Service life.

His companions for the six-day visit were Lord Denbigh, and Commons MPs David Crausby, Paul Keetch, Andrew Mackinlay and Ian Davidson.

At a reception hosted by the AFPS in London, the guests included Defence Secretary Geoff Hoon and the First Sea Lord, Admiral Sir Michael Boyce.

Founder of the scheme ten years ago, Sir Neil Thorne, presented Mr Hoon with the AFPS tie which is gained by a Member who completes 21 days with the Services within a year.



## All ships to get digital video . . .

A BIG improvement in ship-board entertainment for the Royal Navy is on its way with the announcement that all vessels will soon receive Digital Video Drive (DVD) players.

Ships will be able to use the players in conjunction with the video projectors supplied to the Fleet last year. The format will give a much sharper image and will be coupled with new sound systems.

Foreseeing that DVD will replace conventional video within the next three years, the RN Film Corporation has started to build up a stock of films in the new format. Some ships, which have bought DVD players from welfare funds, are already showing the new films from the RNFC library.

## . . . and a fun centre opens in Falklands

SERVICE personnel in the Falklands now have a new state-of-the-art entertainments centre.

The XL Ultra Bowl club – which includes a six-lane bowling alley – has been opened by Princess Alexandra at Mount Pleasant Airport.

The facility, costing £750,000, is a joint investment by Naafi and the Ministry of Defence, and encloses a cinema, shops and a fast food take-away.

## Data centre to aid mine ops

A NEW data centre at the UK Hydrographic Office at Taunton will help the Royal Navy to plan and carry out its mine warfare operations.

The UK Mine Warfare Data Centre is operating a route survey database and a mine warfare tactical support system.

Information on the database can be issued to the mine counter-measures tasking authority for planning MCM operations, and to MCM vessels. It will help the deployment of mine warfare assets to maximum effect.

## Calais service

DUTCH survivors of an air attack on the French ship Pavon in May 1940 will take part in remembrance services at Dunkirk, Calais and De Panne on June 3-5.

The ship embarked 1,500 Dutch Servicemen at Dunkirk, with some British, French and Belgian soldiers – and 150 German POWs.

The Commandant of the Dutch Veteran Group, Capt J. Robertus (ret'd), would welcome British veterans or relatives who wish to take part in the Calais ceremony. He can be reached on 0031 505017309 (phone and fax).



# Viking raiders welcomed on board . . .



**S**EAFARERS separated by a millennium came face to face when HMS Shetland visited Lerwick for Up Helly Aa, the town's annual Viking festival.

The Offshore Patrol Vessel received a warm welcome from a group of seven "Vikings" when she made her dawn arrival at the Shetland Islands capital to take part in a varied programme of sporting and social events.

These included the Yule Race in Lerwick harbour, in which six volunteers from the ship's company competed against two local boats. They had only a couple of hours practice in a traditional Shetland boat and managed to collide with the safety RIB – but still took second place, beating a mixed team from Lerwick Boat Club.

The RN first took part in this race in the 1880s, when the hosts were convincing victors. After licking their wounds for over a century, the challenge was renewed with HMS Shetland's last visit two years ago and again the Senior Service was soundly beaten – this time by a women's team.

Said Chef James Hall: "We were very happy about the result this time – we have never rowed before in a boat of that size."

Other festivities – which continued through the night – included a torchlight procession with around 1,000 people dressed in a variety of costumes, from the squadron of Vikings to a troupe of Daleks, ending in the ceremonial burning of a 20ft Viking longboat.

After the two-day visit to her affiliated islands, the ship returned to fishery protection duties off England's north-east coast – with a warm message from Shetland Islands Council Convenor Cllr Tom Stove: "HMS Shetland is a valued public link between Shetland and its sea-faring traditions, which continue into the Millennium."

● "Viking" Alan Worthington meets up with LRO Neil Baird (left) and OM Jamie Phillips from HMS Shetland (inset) alongside at Lerwick.

## Last of the Nelson line

LAST Commodore HMS Nelson, Cdre David Smith, hands over to the Portsmouth Naval Base Commander, Cdre Steve Graham – of which it becomes a part on April 1 – as he leaves to take up his new post as Director of Naval Personnel Corporate Programmes.

First Commodore Royal Naval Barracks was Cdre H. D. Barry, in 1903. The establishment was retitled HMS Nelson in 1974.

Picture: LA(PHOT) Brad Bradbury



# GULF SICKNESS: REPORTS OUT

THE MOD's Gulf Veterans' Illnesses Unit has published three papers relating to health problems alleged to have stemmed from service in the war with Iraq.

Implementation of the immunisation programme against biological warfare agents for UK forces during the Gulf Conflict 1990/91 goes into extensive

detail about the provision of the immunisation programme.

A review of the suggested exposure of UK forces to chemical warfare agents in Al Jubayl on 19 January 1991 is the second of three reviews looking at specific events where chemical alarms were reported to have sounded and pulls together written and oral evidence in looking at the events of that day.

Gulf Veterans' Medical Assessment Programme: Response to the recommendations arising from the audit undertaken by the King's Fund Health Quality Service is the MOD's response to an independent audit of the programme, a facility based at St Thomas' Hospital, London, open to all Gulf veterans.

The audit included a number of recommendations, all of which have been accepted.

The MOD has also announced its assessment of the Institute of Occupational Medicine study into the health of sheep-dippers and the Committee of Toxicity working party report into Organophosphates (OPs). Neither provides evidence which would cause it to reassess its view of the possible role of OPs in relation to Gulf veterans' illnesses.

□ All three papers are available on the Internet at

[www.mod.uk/policy/gulfwar/index.htm](http://www.mod.uk/policy/gulfwar/index.htm)

## Salvage to claim

UNCLAIMED salvage awards have been notified for the following:

Emily Jane (RMS Faithful, Sept 87); mv Atlas (HMS Hermione, March 89); Eastern Falcon (RMS Sealyham and Capable, March 89); mv Drasterios (HMS Hermione and RFA Olna, June 89); mt Fair Play (HMS Soberton, Oct 89); mv Mercs Horana (HMS Brilliant, March 91); Our Holly Anne (HMS Shetland, March 91); World Hitachi Zosen (HMS Campbelltown and RFA Gold Rover, April 92); cs Europa and mv Inchon Glory (HMS Peacock, April 92); Tanker Seastar (HMS Plover, April 92); P&O Pride of Winchester (RMS Bustler and Powerful, August 92); mv Danica Green (RMS Salmor and Collie, helo crew HMS Gannet, Diving Team and Salvage Officers, May 93); Lochalsh Ferry (RMS Cockchafer and Criccieth, December 85); Avon (RMS Rollicker, Powerful and Bustler and Pilot Boat L8303, July 93); River Breeze (RMS Capable and Sealyham, HMS Trumpeter and Gibraltar Defence Fire Service, Sept 95); Marianne Danica (HMS Sheffield, RN Seaking R193, RMS Foreciful, Careful, Moorlowi and SAL Diving Op, February 95).

Claimants should apply to Mrs B. H. Seaman, Naval Pay and Pensions (Accounts) 2c, Room 1027, AFPAA (Centurion), Centurion Building, Grange Road, Gosport, Hants PO13 9XA.

## JACK ET JACQUES

## Dans tous les bars, en tout le monde

(A bord de FS Aconit à Toulon)

"C'est fantastique, Jack! Nous allons ensemble pour un mega deployment around tout le monde!"

"Yeah, fantastique..."

"Pas de problèmes, j'espère?"

"J'ai un ou deux problèmes, Jacques, oui. Pour starters, nous sommes tous métrique, maintenant, n'est-ce pas?"

"Oui, c'est vrai, Jack – c'est le loi de Bruxelles."

"D'accord, je suis l'homme de PR pour le deployment. J'écris: "Ce mois nous avons mangé cinq miles de saucisson et 2,000lb de chips, nous avons bu 1,500 pintes de lait et nous avons run trois thousand miles around le deck de notre frigate furtive pour les fonds de l'Hôpital International pour Matelots Tombés sur Hard Temps" – qu'est-ce que c'est en métrique?"

"Un moment... C'est 8.045 kilomètres de saucisson, 17,040 litres de lait, 907.2 kilogrammes de pommes frites et 4,827 kilomètres around le deck."

"Ce n'est pas très punchy, Jacques. Nos readers, ils seront bored stiff."

"Mmm... Je comprends, Jack. Et l'autre problème?"

"Votre soeur, Jacques."

"Ma soeur?"

"Oui, votre soeur Jacqueline. Elle m'a dit "Look after Jacques, Jack. Il est seulement un petit garçon, really. Je suis très worried qu'il tombera dans mauvais company – les jeux de crap dans les dodgy saloons sur le waterfront, les bazaars avec tous les rip-off marchands, les espions étrangers avec les honey-traps set par les charmantes filles orientales" et tout ça."

"J'espère, eh Jack?"

"Oui! Vous et moi both, Jacques!"

"J'écrirai tout de suite à Jacqueline, Jack: "Pas de worries – mon ami Jack, il n'a jamais let moi down."

"Yeah, right... Écrivez aussi: "Pour nos navies, c'est le commencement d'un beautiful friendship."



Illustrations par TUG.







● **TASK GROUP:** HMS Illustrious in company with HMS Monmouth, HMS Gloucester, HMS Bridport, HMS Beagle, HMS Atherstone, HMS Inverness and RFA Sir Geraint. Soon after transiting the Suez canal the group was resupplied at sea by RFA Fort George.

# Illustrious task group reaches Arabian Gulf

**A**FTER AN eventful voyage from Britain ten Royal Navy vessels have arrived in the Arabian Gulf at the start of a series of major exercises.

Aircraft carrier HMS Illustrious, destroyer HMS Gloucester, frigate HMS Monmouth, survey ship Beagle, minesweepers Bridport, Inverness and Atherstone, submarine Triumph and RFAs Orangeleaf and Fort George are now all on-station.

The first task for HMS Illustrious was to offload her entire stock of Sea Eagle anti-ship missiles to RFA Fort George as the weapons are being withdrawn from service as a result of the Strategic Defence Review.

On her arrival at Gibraltar, helicopters from 820 Naval Air Squadron took the opportunity to exercise with soldiers of the Gibraltar Regiment and Gibraltar guardship HMS Trumpeter.

During the voyage the ships of the task group were joined by 26 staff from FOST for a week of intensive operational sea training.

And the exercises culminated on board HMS Illustrious with a major hangar fire exercise which involved the entire ship's company.

An unscheduled stop at Souda Bay in Crete gave the group a well-earned day alongside with the ship's PTIs arranging an impromptu

**Pictures by CPO(PHOT) Dizzy Da Silva and LA(PHOT) Ritchie Moss**

sports day, and HMS Gloucester took the opportunity to lay a wreath on the spot where the previous HMS Gloucester went down in 1941.

The three aircraft squadrons in HMS Illustrious, 801, 849 and 820, conducted a series of work-ups after leaving Crete which saw 820 dropping live depth charges and 801 Squadron getting all its pilots deck qualified.

Over 300 sailors took the opportunity to visit Cairo and the Pyramids during the flotilla's passage through the Suez Canal.

After Suez, the ships began a series of work-up exercises including live firings of all three goalkeeper close-in weapons sys-

tems on HMS Illustrious, ship manoeuvres and 'closing down' routines in preparation for the Northern Gulf.

HMS Exeter handed over her Armilla Patrol duties to Deputy Commander UK Task Group, Commodore Roger Ainsley, before the group's first Gulf visits to Dubai and Kuwait City, and Rear Admiral Stephen Meyer was taking up his new post as COMUKTG from Rear Admiral Forbes as *Navy News* went to press.

The Task Group will spend March engaged in exercises and operations in support of UN sanctions and the 'No Fly Zone' in Southern Iraq. For a full report, see our April issue.



● **SUEZ:** Sea King helicopters of 820 NAS lined up on the deck of HMS Illustrious as the ship transits the canal. The ship's escort, HMS Gloucester, can just be seen in the background.



● **MISSING YOU:** A Valentine's Day message from HMS Illustrious to loved ones at home as the ship approached the Gulf.



● **FEELING THE HEAT:** Sailors in HMS Illustrious take a break after an exhausting FOST-controlled fire-fighting exercise.

## EXETER'S ROPE TRICK HELPS TO KEEP SANCTION-BUSTERS AT BAY

**SEARCHING** huge container ships is a routine duty for Royal Navy vessels enforcing UN sanctions against Iraq.

But a new technique picked up by HMS Exeter while on Armilla Patrol in the Gulf made a dramatic difference to the efficiency of the operation.

After working with US Navy boarding teams, they adopted climbing technology which allowed them to search tall stacks of containers quickly and safely.

Once a boarding officer has climbed to the top of a stack, a rappeller conducts the search and a belayer ensures his safety.

And by using a device known as a Grigri, which arrests the rappeller's descent when his body weight is applied to the rope, the climber is free to use both hands to manoeuvre and to open container doors.

HMS Exeter wasted no time in putting the new technique into practice. Her next search was of a ship carrying 280 containers and it saw boarding team members

suspended safely at heights of over 24ft.

Armed teams of up to 15 can board suspected sanction-busters in the ship's sea boat but when speed was of the essence Exeter used her Lynx helicopter to fast rope men to the deck of target vessels.

□ HMS Exeter is now on her way back to Britain at the end of her Gulf deployment and when the UK Task Group leaves the region at the end of March, HMS Monmouth will remain to continue Armilla



● **HMS MONMOUTH** has taken over Gulf duties from HMS Exeter. The ship is pictured during a brief visit to Cyprus. Picture: Cpl Kev Jones



● **FAST ROPING:** One of a range of boarding techniques used by HMS Exeter (above) in her search for sanction-busters in the Gulf.

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● Flexible friend – RFA Argus fulfils a number of roles for the Navy, from transport of aircraft and equipment in spacious hangars to the medical care of casualties in a specially-equipped hospital complex.



## Ten ships + seven names = 12 Arguses

**T**HERE have been – or should have been – a round dozen ships by the name of Argus serving in or with the Navy over the years.

Starting modestly, a small lugger, hired between 1792 and 1796, served in parallel with a larger lugger which was hired in 1794 but captured by a French privateer off Corunna in 1798.

The tables were turned with the third Argus, a French privateer captured in 1799, which was broken up 12 years later.

Fourth in line was a Cruiser-class brig sloop built at Sandwich in 1813 and sold 15 years later.

The fifth Argus was to have been a 36-gun 5th rate, but the Sheerness ship, ordered in 1812, was cancelled the same year.

Argus number six met the same fate, the proposed 18-gun sloop being cancelled in 1831.

A change of technology was ushered in by Argus number seven, a wooden paddle sloop built at Portsmouth in 1849 and broken up in 1881 after almost 32 years.

The next ship underwent a number of changes of name.

Built as a coastguard vessel in Blackwall in 1851, this Argus was renamed Amelia in April 1872, and again as Fanny in April 1889.

Ten years later she was converted to a hulk, and sold in 1907.

The ninth Argus started as 300-ton coastguard vessel Imogene, built at White's in Cowes, and was renamed Argus at the beginning of 1884. She was sold in 1903.

Another coastguard vessel became the tenth Argus, a 380-ton ship built in 1904 and renamed Argon in 1918 before being sold two years later.

The next ship also started life with another name – Italian liner Conte Rosso was bought and renamed in 1916 on her conversion to a 14,450-ton aircraft carrier.

She was modified for World War II, and won four Battle Honours, but by 1944 was reduced to harbour service. She was sold in December 1946 to be broken up.

### BATTLE HONOURS

Groix ..... 1795  
Ashantee ..... 1873-4  
Atlantic ..... 1941-2  
Arctic ..... 1941  
Malta Convoys .. 1942  
North Africa ..... 1942

### Facts and figures

**Class:** Aviation training ship  
**Pennant number:** A135  
**Builder:** CNR Breda, Italy (Converted by Harland and Wolff: 1984-88)  
**Port of Registry:** Belfast  
**Entered MOD service:** 1988  
**Displacement:** 28,081 tonnes  
**Length:** 175.1 metres  
**Beam:** 30.4 metres  
**Draught:** 8.1 metres  
**Speed:** 18 knots maximum  
**Lloyds classification:** +100 A1

**Complement:** 80 + 55 RN  
**Main machinery:** Two Lindholm Pielstick 18 PC2.5V diesels, two shafts; bowthruster  
**Weapons:** Four BMARC 30mm guns, 7.62mm machine guns  
**Radar:** Air search: Type 994; Air and surface search: Kelvin-Hughes Type 1006; Navigation Rascal Decca Type 994  
**Aircraft:** Five spots for Sea Kings, Chinooks, Merlins or Lynx; can transport Sea Harrier FA2s

# Versatility is key to aviation training ship

**R**OYAL Fleet Auxiliary ship Argus was quick off the mark in terms of military service – she was already doing sterling work in the Falklands before she became a permanent part of the Ministry of Defence.

Built in Italy as the container ship Contender Bezant, she was taken up from trade by the RFA during the Falklands War and subsequently converted by Harland and Wolff in Belfast before being accepted into RFA service in 1988.

Her primary role is to provide specialist aviation training facilities to the Fleet Air Arm.

As such, she is often to be found sailing on ten-day deployments to Vigo or Lisbon with a Naval Air Squadron embarked, giving

trainee aircrew intensive at-sea flying experience.

More than two-thirds of her length is taken up by a five-spot landing deck, which has a 5ft-thick concrete underside, giving Argus the ability to operate any of the Royal Navy's helicopters – the new Merlin has been operating from the ship in a trials programme in recent months.

Argus can also, when required, transport and launch RN FA2 Sea Harriers or RAF GR7 Harriers.

All flying operations are managed from Argus' Flyco – an air traffic control centre.

She has two aircraft lifts which serve four hangar spaces below the flight deck. The hangars are separated by watertight doors which can be closed in cases of collision or battle damage.

Her design may have resulted in a less-than-graceful appearance, but it is also the key to her valuable versatility.

As a logistic ship she can transport cargo

and vehicles, housed on deck or in the hangars – a door built into the hull on the starboard side allows vehicles to be driven directly on board.

This makes loading and unloading Argus a relatively fast operation – exploited to the full when Argus was part of the UK's contribution to the UN Protection Force (UNPROFOR) in the former Yugoslavia.

The ship is also equipped with a hospital complex which includes two operating theatres and beds for 96 casualties, installed when the ship deployed to the Gulf in 1990.

The hospital complex is due to be upgraded during her next refit.

But because Argus does not comply with Geneva Convention/International Red Cross requirements – for example, she can be fitted with guns for self-defence, and have operational units embarked – she is not classified as a hospital ship, but is referred to as a primary casualty reception ship.



● Fast turn – this view of the stern shows the extent of the ship's flight deck.

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# Letters



## JACK

BY TUGS



## Albacore history

I READ with interest your 'Aircraft of the Royal Navy No 39', the Fairey Albacore. It may well be from lack of space, but surely a vital part of the Albacore's history is the attack mounted by the RN carriers HMS Furious and Victorious against Kirkenes and Petsamo (now Pechenga) in the summer of 1941?

The plan was to attack German ships thought to be in those two ports. Because of leaked intelligence (and 24-hour daylight) the operation was totally unsuccessful; of a total of some 24 aircraft, some 18 were lost; no German ship was damaged. Not a very glorious part of the Albacore's history, perhaps, but highly significant.

The remains of one of the men killed in the raid, Naval Airman Beer, were laid to rest in Oslo cemetery in 1991 in a moving ceremony attended by a representative of the Telegraphist Air Gunner Association. - Cdr H. L. Foxworthy, Forfar, Angus.

I WAS pleased to see the Fairey Albacore featured, but sad that no mention was made of 821 Sqn, which was involved in many varied operations in the desert and at Malta.

It was involved in a night bombardment by four destroyers at Mersa Matruh, the spotting for which was carried out by Maj A. Newson, RM, for which he was awarded the DSC.

Whilst at Malta, in one night, the squadron sank two merchant ships and a destroyer with three torpedoes and for this Maj Newson was awarded the DSO.

The hard and varied work of the squadron was appreciated and many signals were sent to it from the RAF of 205 Wing as well as from C-in-C Med.

Finally, this extract from the CO's report: "During the six months from June to December, 821 Sqn carried out 471 Operational Sorties, dropped 235 tons of bombs and 1,250 flares. - K. L. F. Bennett, Bournemouth.

# Understanding the key to man management

REGARDING the letter from ex-CPO Davison on the subject of man management (February issue), it is sad to see the current habit of dumbing down various organisations has now extended to the RN and its training.

Mr Davison hinted that his Leadership course did not stand him in much stead when searching for a job and then goes on to say how "lucky" he was to secure a "well-paid supervisor's job" at his local college.

I do agree with him that to "stop someone leave" or "let the duty watch do it" are not good management practices. In fact, had it been Mr Davison's style then maybe he didn't learn anything on his leadership training as, in my 27 years' service, I have found this to be a very rare last resort, only used when ships' tight programmes allow no other way.

Today's Navy does not have an endless supply of manpower, and these limited resources do impose similar burdens on ship's staff to those experienced by people in civilian life.

Finally, most senior rates don't sit around laughing at things they learnt at Royal Arthur, at least not in the way Mr Davison claims. What they hopefully learn is Leadership in a stressful situation, which incorporates aspects of man management.

Real man management in the RN is acquired through experience and understanding the needs of the man and the Service. - WO A. D. Neill, DPA Abbey Wood

## Earlier Ajax

WITH reference to the photograph of HMS Ajax (December issue) it must have been taken at the end of a much earlier commission, almost certainly pre-1939.

HMS Ajax's career seems to have finished soon after 1945, but by then the ship had acquired tripod foremast and mainmast, various radar antennae (notably on the 6-in director control tower) and twin 4-in mountings forward of the torpedo tubes.

Further, the open space just forward of the tubes had been plated in. All these are shown in two photographs, dated 1942 and May 26 1944, in H. T. Lenton's *British Cruisers*, published in 1973. - C. R. Berridge, Rugby.

## Vampire ride

READING the article on the De Havilland Sea Vampire I noticed the mention of the two-seater training aircraft, the T22.

On one of my drafts to RNAS Lossiemouth I was on the Aircraft Holding Unit there when we received the first to enter service. I was lucky to scrounge a test flight and when the pilot arrived he asked me if I was OK for aerobatics. I said I was, but he said if there was any problem he would land and let me out and take off again. We did all the checks, setting trim etc, then he went

through his routine at altitude. When all went well he called up the control tower for permission to do his routine over the airfield.

When we got the all clear we were aware of all the personnel pouring out of hangars and offices. He did the routine at low level, which consisted of rolls, loops and 'falling leaf', but the final bit was approaching the airfield upside down from the Moray Firth, flying low over the runway before gaining height with a corkscrew climb. I was too thrilled to be scared as it was really marvellous.

The only blot was on taxiing back to the AHU hardstanding, when up tore an angry red-faced chief saying if I had been sick I would have to clean up the aircraft myself.

The pilot, very amused, returned my thanks and said that I was a good passenger. I can't remember his name, but he was a British Empire test pilot and either a sub-lieutenant or a lieutenant. - G. Hutson, Waterlooville, Hants.

# Kiwi questions: why so many swops for Scotland?

I AM an ex-RNZN rating. My ex-RN oppo who subscribes to your excellent publication always hands his *Navy News* on to me when he has finished reading it.

The "Swop Draft" column I always find interesting. At least in the RN, even today in its depleted state it appears that a sailor does experience variety as to where he or she can be stationed.

In the RNZN all we had was the Devonport Naval Base at Auckland.

However, what I find surprising is the antipathy which appears to exist concerning drafts to Scotland. Whenever I was in the UK in the Navy I thoroughly enjoyed service in Scottish waters.

Also, in my years of retirement when I am visiting the UK I have come to regard parts of Scotland as the most beautiful and most interesting areas of the British Isles where the natives always appear friendly and hospitable.

From what I can recall about Pompey or Guzz about 50 years ago, I would have preferred a draft to Scotland any day. - W. Anderson, Auckland, NZ.

## Unhistoric names

LAST year work commenced on the first Astute-class fleet submarines. The three boats ordered are to be named Astute, Ambush and Artful.

Are these the best names the Ships' Names Committee can come up with? They are neither impressive nor particularly historic.

Better names would be those carried by the former Type 21 frigates, such as Alacrity, Ardent, Arrow and Avenger. Further names for consideration would be Affray and Audacious.

A year ago or so, you ran correspondence questioning the "soft" names given to Type 22 frigates. Your correspondents advocated names which were more aggressive.

It is not too late for these submarines to be renamed. Perhaps you would like to run a competition for more appropriate names? - C. J. A. Cope, Thame, Oxon

## Vanguard versions differ

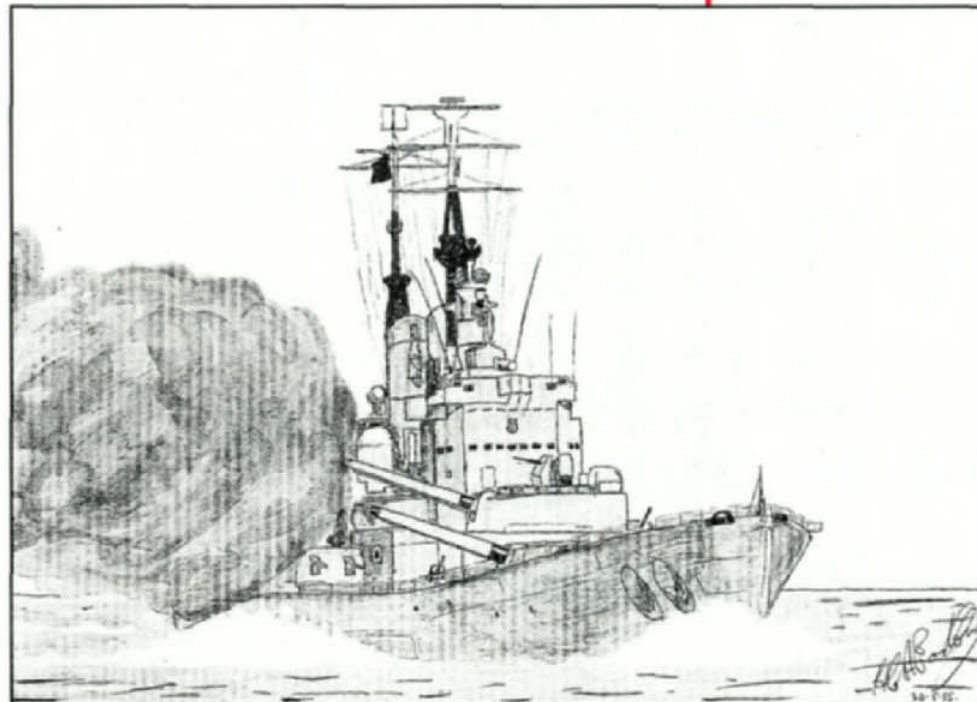
REFERENCE the letter from Capt R. A. Cosby and your reproduction of his watercolour copy of a photograph of HMS Vanguard firing a broadside (February issue) I enclose a copy of my own ink drawing of what appears to be the same photograph, which I made in 1955 as an NSUY in HMS Theseus.

This forms part of my S.519 'Journal for the use of Midshipmen' which I still treasure. My sketch is a slightly different interpretation - Capt Crosby has enlarged the ensign and omitted the black flag at the main masthead, whereas I omit the ensign and show the black flag!

More to the point is the dating of the photograph in the caption as 1956. This is clearly incorrect as I made my sketch on May 30, 1955.

As NSUYs we were two-year National Servicemen who, having the necessary educational and physical qualifications, had opted to take advantage of the Government's offer to train us as Fleet Air Arm pilots and observers.

It was great fun for a couple of years and all at Her Majesty's expense. Against that, there was a bit of a down-side in that most courses lost at least one member killed in a flying accident whilst under training. - H. C. A. Easton, Lowestoft



No. 548 46th year

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# Medicine in the marine environment: what it means to be a -

Naval medicine has come under the spotlight lately with reports of shortages of personnel mirroring the problems of the NHS. *Kirsty Wilcox*, a media studies student at Highbury Technical College, Portsmouth, talked to the Principal Medical Officer at HMS Nelson, Surg Capt John Carne:

**There have been reports of shortages of medical personnel in the Navy – how can the Navy deal with that?**

There have been shortages for a long time. We are at the moment building up the number of our medical assistants. We are short of doctors at the moment because of the shrinking facilities for doctors and some are taking the opportunity to expand their own personal and professional careers. We are doing our utmost to train up more doctors and are actively recruiting trained doctors.

**Why does the Navy need its own doctors? Couldn't a civilian doctor do the same job?**

Civilian doctors are very good in their own specific fields, but the Navy has its own general practitioners, hospital doctors and occupational health doctors – and all of them have a very specific interest in military maritime medicine. Because a sailor at sea lives, works and fights in a completely different organisation and environment from that which a normal person experiences ashore. It's very different, too, from the Army and the RAF.

One of the reasons why we have a fair number of doctors ashore is because they are gaining more experience there and keeping their skills up for when they go to sea. We tend to have mainly junior doctors at sea. On a larger ship a senior will take control of more people and wider control of however many more ships there may be in a task group.

What we look at from the clinical medicine point of view we also look at from the occupational side. We look at whether a patient can remain at sea or whether he should be seen somewhere else – and if he is seriously injured we have to decide how we are going to get him back to an appropriate place to be treated. A civilian doctor in the NHS has different responsibilities and doesn't have this training and knowledge.

**What sort of doctor wants to go into the Navy?**

It's usually a doctor who wants to get out and do something different – they want to go to sea and see different parts of the world while doing the job they're trained for. Some are interested in radiation medicine on the submarine side, some are sporty, keep fit types who want to work with the Royal Marines. Some are like myself and want to live the varied life of a sailor and others are interested in the aviation side – because there's a very strong aviation component in the Navy. All of them want another challenge outside their other professional interest.

**When a ship goes to sea, does a doctor always go too?**

No. The large ships, the aircraft carriers, always have a doctor, usually two, so they can carry out

operations on board. Other large ships, like HMS Ocean and Intrepid have a senior GP on board who has a lot of experience. Ships that are going off on operational deployment, to the West Indies, for example, or the Gulf, have a doctor with them for the whole deployment. In nuclear submarines, only the Trident boats that carry the country's nuclear deterrent customarily have a doctor on board, although other submarines may take one to sea when they are going on long patrols.

**How does Navy medical research help the general profession?**

Most of the medical research done by the Navy over the years has been very much involved with the specific occupational aspects of the job sailors are expected to do. For example, we were amongst the pioneers in the medical problems associated with diving and are still highly regarded for our expertise in this field which has been a tremendous benefit to scuba as well as professional divers.

There are other aspects of medicine, such as environmental medicine. The Fire Service, for instance, has the same problems with things like heat stress that sailors face when dressed in the protective gear they wear at action stations. We also do a lot of work, of course, for what we call 'cold injury', which is useful for a whole lot of people who tend to be at sea for long periods, such as fishermen and lifeboatmen.

**A Navy doctor must be mostly dealing with fit young men and women – doesn't that limit his field of work? For example, he won't get much practice with maternity or the diseases of old age, will he?**

As far as dealing with old age goes, yes, that's true, and the same applies to obstetrics and dealing with young children. It's a skill that can be regained very rapidly, though. But the normal GP in the NHS sees little of the obstetric side these days either and they have to update themselves from time to time as well.

So I don't think that militates against a doctor in the Navy. I personally have had a very enjoyable life in the Navy from the time when I joined as a young medical student. I did my house jobs at Haslar Hospital as a junior doctor and I was given much more responsibility than I would have been allowed in a civilian hospital. Straight after that I went to sea. I had an extremely enjoyable year in the Far East, gained much medical experience in a variety of situations and saw a lot of fascinating places. Back in Britain I spent a lot of time in operational flying, in search and rescue operations – very few doctors have the opportunity of doing that. I then changed direction and did my GP training where I was also running a small Royal Marine unit.

I then went off to do my obstetrics with the Army in Germany and saw another way of life. After that it was psychiatry with the Army and the Navy and then

# DOCTOR AT SEA



● "I was the only English-speaking practising doctor in Portugal" – Surg Capt John Carne talks to Kirsty Wilcox

I went out as a single-handed GP to Portugal with a fairly large practice in a country which had just gone through a very difficult revolution. Very few people spoke English and I was the only English-speaking practising doctor in Portugal! My work there did include everything from obstetrics to geriatrics.

After that I went to Scotland and was there for five years looking after people at the submarine base at Faslane and Rosyth before going to London to gain experience in the Ministry of Defence. Then I was off

to sea again as Principal Medical Officer in HMS Intrepid. I have also spent several years overseeing the medical standards of the ships at sea and was instrumental in formally introducing Health and Safety practices to surface ships before starting my current, wide-ranging job.

So I've seen a lot of the world, had a lot of experience – and also had the opportunity to be a real sailor as well as a doctor.

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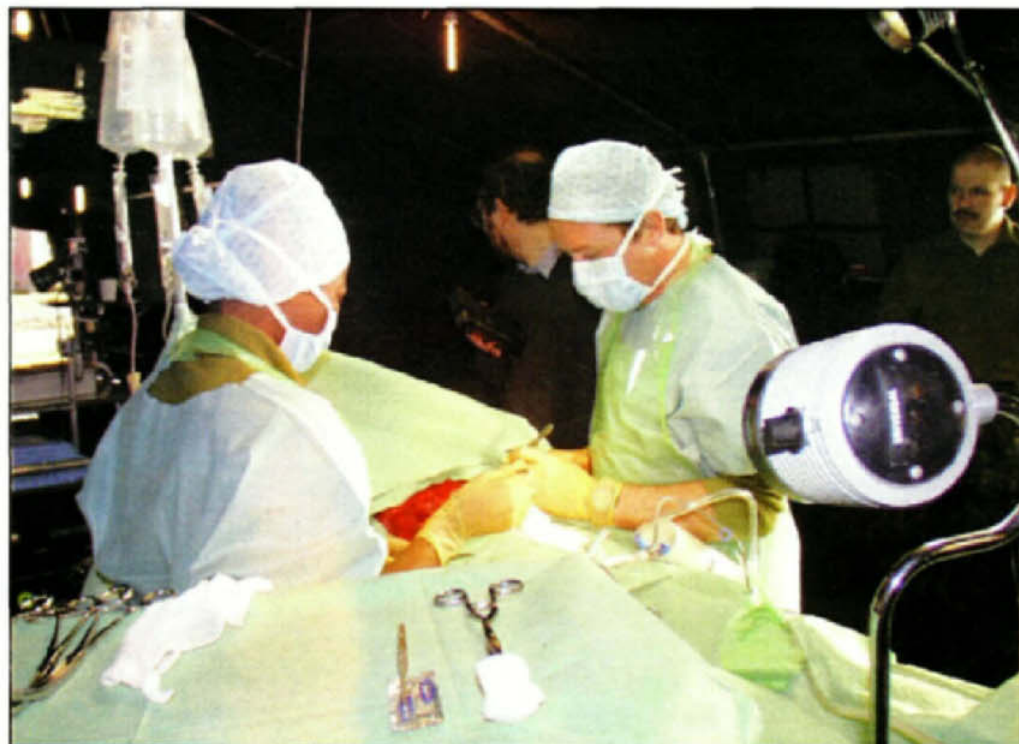
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● FIELD OPERATIONS: Navy doctors are trained to work in arduous conditions, ashore as well as afloat. Picture: DMS Telemedicine Unit





● Cdr Richard Pine on his 100th birthday.

## 100 years fly by

NAVY WAR veteran Richard Pine celebrated his 100th birthday with a party thrown by shipmates in the HMS Sheffield Association.

They arranged the birthday bash for the retired Commander and held it in his room at Jersey House, St Mary's Hospital, Portsmouth.

Cdr Pine's original ambition was to learn to fly but when he couldn't get permission from his father he joined the Navy instead.

During his career he served on many RN warships, including HMS Iron Duke, and he joined HMS Sheffield as a lieutenant commander on the outbreak of World War II.

Cdr Pine's daughter, Dr Isobel Pine, said: "When my dad returned from the Navy in 1950 the family moved to Wales, but he never forgot his ambition to fly and he managed to get round to winning his pilot's licence." Mr Pine returned to Portsmouth on his retirement in 1975. Mrs Pine died in 1989.



● UNVEILED: The Rev David Woods, Rector of Ingoldmells Parish Church, and HMS Royal Arthur Association Secretary Geoff Housden, in front of the new stained glass window.

## Memorial window

A UNIQUE memorial to HMS Royal Arthur has been unveiled at the Parish Church of St Peter and St Pauls Ingoldmells, Skegness.

It's a stained glass window, designed by local artist David Sears, and the inscription reads 'To the Glory of God and to commemorate all those men and women who trained and served at HMS Royal Arthur at Ingoldmells and Corsham from 1939 to 1990.' To contact the Royal Arthur Association call Mr Geoff Housden on 01754 873811.

# THE SAINTS GO MARCHING IN!



● HMS SOUTHAMPTON: The ship is now on her way to the South Atlantic. Picture: LA(PHOT) Mick Storey.

● LORD MAYOR: Cllr Derek Burke inspects members of the ship's company. Picture: LA(PHOT) Darren MacDonald.

## Destroyer granted freedom of the city of Southampton

HMS SOUTHAMPTON has been honoured with the Freedom of her namesake city.

And the tribute could not have come at a better time as the ship has just emerged from refit at Rosyth and rejoined the surface flotilla.

After docking in the city's prestigious Mayflower terminal, usually reserved for the P&O cruise ship Oriana, the ship was rededicated at a ceremony involving more than 200 VIPs.

On a crisp and sunny morning, Flag Officer Surface Flotilla Rear Admiral Peter Franklyn, took the salute from the ship's company, ceremonial guard and the Band of Her Majesty's Royal Marines Portsmouth.

Afterwards, the ship's company joined soldiers from 17th Port Maritime Regiment (RLC) who have also been given the Freedom of Southampton, in a march to the civic centre.

On arrival they were welcomed by the Lord Mayor of Southampton, Cllr Derek Burke, who presented scrolls and silver caskets to mark the occasion.

And afterwards they exercised their right to march through the city with bayonets fixed and colours flying before attending a civic dinner in the evening.

HMS Southampton's links with charities in the city were reaffirmed, with CO Cdr Mark Trevor presenting £1,000 to the Rose Roads home for mentally and physically handicapped



children, raised by members of the ship's company including a team of six who completed a sponsored run from Portsmouth to Southampton.

More than 1,500 people visited the ship during her week-long stay in the city and another highlight was a dinner for eight former commanding officers of the past and present HMS Southamptons.

After the celebrations, the Type 42 destroyer set sail for the Falkland Islands at the start of a seven-month deployment as Atlantic Patrol Ship (South) which will see her operating in the vast area between South America and the coast of West Africa.

She will be calling at many nations on route to the Falklands and is looking forward to visiting Rio de Janeiro in April where she will represent the Royal Navy at the Brazilian Fleet Review.

● MARCH: The ship's company of HMS Southampton (above) parade through the Bargate in the City's walls.

● CAKE: OM Catherine Smart (right) the youngest member of the ship's company, and Mrs Kelly Trevor, wife of the ship's CO Cdr Mark Trevor, cut a cake made to celebrate the Freedom of the City.

Pictures: LA(PHOT) Darren MacDonald, SFP.





# Pembroke House



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For further information and a brochure, please contact the General Manager, Pembroke House.

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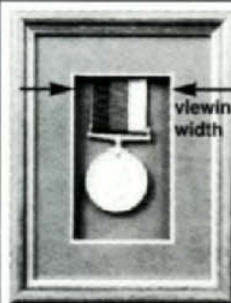
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**ATTRACTIVE**, divorcee, single mum, 28, seeks sailor officer, friendship/romance.

Box Mar 9

**JULIE** 30, blonde, slim, v.g.s.o.h. likes cinema, pubs, seeks single serviceman 28-38, photo appreciated.

Box Mar 10

**PAM** from liverpool, love to hear from sailors from merseyside.

Box Mar 11

**SARAH**, 19, slim, g.s.o.h., w.l.t.m., sailor for friendship/relationship.

Box Mar 12

**SINGLE** male 27 seeks single wren 21-30 n/s, fun/ fantasy.

Box Mar 13

**EDDIE**, mature gent, wltm interesting people who enjoy life.

Box Mar 14

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Box Mar 15

**JULIE** 42, single mum, w.l.t.m. interesting male, photo appreciated a.l.a.

Box Mar 16

**ATTRACTIVE** female 40's, enjoys life, walking, travel. W.L.T.M. serviceman 40-50.

Box Mar 17

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## People in the News



# 'Nelson' wins Navy sports lottery



**ADAM NELSON** returned from the Adriatic with the minehunter HMS Sandown in time to sweep up a £750 prize in the RM/RN Sports Lottery.

The OM from Gosport was taking part in Operation Harvest which involved Sandown helping to recover ordnance jettisoned by NATO aircraft during the Kosovo campaign.

Adam plans to spend the money on a holiday with his wife Sharon and their two daughters Sophie (6) and Jessica (three months.)



● **5,000 HOURS:** Helicopter pilot, Lt Cdr Dicky Bird

## Dicky Bird logs 5,000 flying hours

HELICOPTER pilot Dicky Bird has clocked up his 5,000th flying hour while serving on exchange in Italy.

The milestone was achieved during a conversion course with the Nucleo Lotta Anfibia, the Italian equivalent of our Commando Aviation Squadron.

Back at his base in Maristae Grottaglie in Southern Italy, Lt Cdr Bird was presented with his golden wings to mark the occasion. He is now serving with Italian Forces in Kosovo, and hopes to remain with the unit until the Spring of 2002.

## Bright future is forecast for first civilian weatherman



● **WEATHER MEN:** Cdr John Sephton congratulates Jonathan Wighting, the first civilian to graduate from the RN School of Meteorology at RN Air Station Cudrore.

THE FIRST civilian to enroll at the RN School of Meteorology has passed with flying colours.

Jonathan Wighting, who works for the commercial forecasting company Oceanroutes (UK) Ltd, studied alongside seven RN lieutenants during the ten-week course at RN Air Station Cudrore.

Jonathan's father Mervyn is a retired Commander who was once a Divisional Officer in Hawke Division of Britannia Royal Naval College Dartmouth.

And one of the young officers under Cdr Wighting's tutelage was Will Corbett, who by a strange twist of fate turned out to be Jonathan Wighting's course officer at Cudrore. Who could have forecast that?

Jonathan said: "The highly practical course and the professionalism of the staff will stand me in good stead for my forecasting career."



● **AWARD:** Lt Slinger Wood

## Seeking success

THE NAVY'S Lt Slinger Wood has been presented with an award for the best RAF Nimrod submarine tracking sortie of the year.

Lt Wood, who is serving at RAF Kinloss, received the Plessey Marine Trophy on behalf of Crew 6 of 120 Squadron.

## NOTICE

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## Wedding follows steamy affair

**STEAM ENTHUSIASTS** from HMS Sultan helped to spring a big surprise on MEM James Dickaty's wedding day.

The mechanic was expecting to be driven to the church in a Jaguar but HMS Sultan's steam-driven 'Super Sentinel' turned up instead.

James had enjoyed working on the steam truck during his time at HMS Sultan and when his parent's suggested the idea to its volunteer crew they were only too pleased to help.

The group, with James on board, chugged their way to Peartree Church at Itchen, Southampton, in time for his wedding to Rosie and when the happy couple emerged the crew formed an archway of gleaming spanners.

The bride was able to keep her dress clean as they were transported to the reception by limousine, but many of the more intrepid guests enjoyed a steam wagon ride before joining the celebrations.



● **YOUR CARRIAGE AWAITS:** MEM James Dickaty with his best man and the crew of HMS Sultan's steam-driven truck 'Super Sentinel'.



## People in the News

# Sponsors sought for epic adventure

**P**ARALYSIS hasn't stopped former naval aviator Trevor Jones from completing some amazing feats.

And the only thing that now stands between him and his latest dream of sailing around the world with a disabled crew is the search for a major sponsor for his yacht 'Inventure'.



● Trevor Jones, a naval aviator who took up microlighting after being paralysed in an accident, and is now planning to sail around the world.

The huge wing-powered trimaran is in Plymouth while the final work to ready her for sea is completed, and applications for paralysed sailors and able bodied helpers are being invited.

But the biggest effort is going into finding a major sponsor with up to a £1m to make the dream come true.

Trevor, a helicopter pilot who served in the Falklands and rescued Richard Branson from the South Atlantic before being paralysed in a skiing accident, said: "I knew it was going to be tough, there is a lot of competition for sponsorship."

"But this project has so much to offer on a global scale, and with our departure date flexible I am still hopeful of success."

Trevor's voyage would take him and his volunteer crew from



London to Madeira, New York, Miami, the Panama Canal, Tahiti, Auckland, Sydney, Yokohama, Hong Kong, Singapore, Colombo, Jeddah and Marseilles before arriving back in London.

And the epic journey is expected to attract extensive media coverage throughout Europe, Asia and the Middle East.

Channel 4's series Cutting Edge is backing a documentary on the voyage and the boat itself will act as a giant floating billboard in ports all over the world, so it is a great opportunity for the right company.

Trevor is still interested in hearing from paralysed sailors or able-bodied helpers who would like to sign up for a three-month leg of

● **INVENTURE:** Trevor Jones on board his wing-powered trimaran by the Millennium Dome at Greenwich. Find out more about the voyage at [www.globalinventure.com](http://www.globalinventure.com)

the voyage, and any donations to 'The Next Challenge Ltd' will help to get the boat finished as soon as possible.

To contact Trevor, write to him at 38 Bishops Mansions, Bishop's Park Road, London SW6 6DZ, or telephone 0171731 4597.



● Marine Rajinder Singh

## Asian Marine says Forces life is better

BRITAIN'S first Sikh Royal Marine says he's found life in the Services better than in Civvy Street.

Mne Rajinder Singh said: "The back-up you get in the Forces is better than you get in civilian life."

"No-one has ever said anything to my face which I find offensive or anything other than friendly banter, and if they did I would know exactly how to deal with it."

"What I have found is a genuine interest in my religion from my colleagues which has allowed me to raise their awareness of Sikhism."

Mne Singh joined the Royals in 1996 and was serving with 42 Cdo before joining the Ethnic Minorities Liaison Office to help with recruitment.

He said: "I tell people to seriously consider the Forces as an option, as I did. It has a lot to offer, and if you don't consider it you are denying yourself an opportunity." To contact the EMLO, call 0207 937 3749.

## Matthew's visit was a high note for RM Bandsmen

ROYAL MARINE Bandsmen in Portsmouth are used to VIP visitors but their latest guest was a really big noise!

Six-year-old Portsmouth youngster Matthew Cooper, who lost his sight when he was a baby, was invited to spend a day with musicians at the Royal Marines School of Music inside Portsmouth Naval Base.

And during the visit, hosted by veteran trombonist Don Lusher, Matthew made the most of it by trying out just about every instrument on offer, culminating with a very audible drum solo!

The youngster from Saxon Shore Infant School in Portsmouth, finished the day on a high note by conducting a rehearsal of the Royal Marines Big Band.

Picture: LA(PHOT) Dave Hunt



## Wife shoots husband!

NAVAL PHOTOGRAPHERS Andy and Louise Baverstock have covered over 1,000 medal presentations during their careers but their latest assignment was the most memorable.

This time Andy was in front of the lens as he received a Long Service and Good Conduct Medal from Flag Officer Scotland Northern England and Northern Ireland, Rear Admiral Mike Gregory, and his wife Louise was taking the pictures!



● PO(PHOT) ANDY BAVERSTOCK received his LSGC medal from FOSNNI, Rear Admiral Mike Gregory. Andy's wife Louise was on hand to record the moment for posterity.

## SPECIALISTS IN PERSONAL INJURY AND MEDICAL NEGLIGENCE CLAIMS

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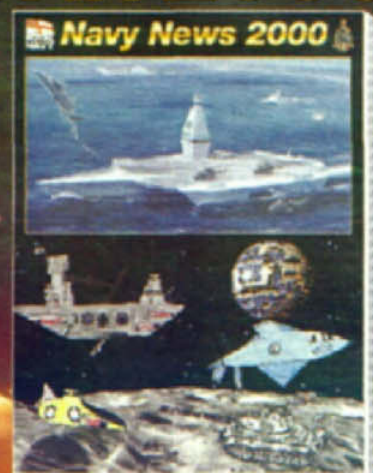
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# African excursions ensure a memorable voyage



● **THANKS:** CPO Ray Thomas and PO Daisy Aisbett with Laurent Jones and Ganeeta Joubert at the Red Cross Children's hospital in Cape Town. They presented £500 raised by the PO's and CPO's mess in HMS Somerset in the first half of her Atlantic deployment.

**W**ARM sunshine and some of the most spectacular scenery in the world greeted HMS Somerset when she called at South Africa.

Somerset has already called at Casablanca, Rio de Janeiro, the Cape Verde Islands, Sierra Leone and the Falkland Islands in the course of her duties as Atlantic Patrol Ship (South).

But two weeks in Cape Town gave the ship's company their best opportunity yet to fly loved ones out to enjoy some of the stunning sights, such as Table Mountain which towered above her berth in the city's famous Victoria and Albert Dock.

The central location meant that more than 5,000 people were able to visit Somerset during the two days in which the Type 23 frigate was open to visitors.

And as South Africa is sports-mad there was no shortage of challenges for the ship's teams.

In a rugby match against a local Cape Town side the ship came a definite second, but honour was restored with a 6-1 victory over the same club at football, much to the delight of HMS Somerset's supporters.

During the visit to South Africa the ship said farewell to her Commanding Officer of the last two years, Cdr The Hon Michael Cochrane, who is getting married and taking up a post at the MOD in London, and welcomed his replacement, Cdr Paddy McAlpine.

After a short visit to Simonstown, HMS Somerset began the long voyage back to Britain by heading up the coast of West Africa, and made the second call of her deployment to Freetown in Sierra Leone.

The visit began with an inspection of her Guard of Honour by President Kabbah, who was attending a meeting on board with UN Ambassador Adeniji, Acting High Commissioner Mr Crossman and Major General Jetley, UNAMSIL Force Commander.

Ashore, Somerset's medical officer, Surg Cdr Max Inwood, and his assistant LMA(Q) Tracey Barrett managed to treat over 250 patients during a two-day clinic.



● **DELIGHT:** Children at the Sierra Leone International Mission Orphanage play in the water after Somerset's Marine Engineers restored supplies.

During Somerset's stay a working party from the ship completely redecorated two schools for the deaf and blind and improved their plumbing, sanitation and wiring.

And at the Sierra Leone International Mission Orphanage sailors repaired an exhausted water pump and replaced extraction hoses in a well which saw fresh water gushing to the surface again to the delight of the children who live there.

Cdr McAlpine, Somerset's new CO, said: "Our visit to Freetown has allowed us to witness first-hand the significant progress made in the peace process over the last four months."

"UK Forces have been playing a key role in supporting a lasting peace, and my ship's company have made a positive contribution with their efforts ashore."

"We have enjoyed our stay and leave having strengthened the many friendships made during our last visit in October."

□ Britain's increasingly close links with the French navy were bolstered by HMS Somerset during an exercise off the coast of Senegal.

The ship spent two days with the FS Germinal and proved the interoperability of both vessels with exercises in communications, data linking, warfare and ship handling.

Somerset is no stranger to the French navy, she spent three months in the Adriatic during the Kosovo crisis escorting the French carrier FS Foch.

The ship returns to Plymouth in March and has handed over her Atlantic Patrol Ship duties to HMS Southampton (see page 8).



● **PRESIDENT:** His Excellency President Kabbah inspects the Guard of Honour.

## IN BRIEF

FANS OF THE Royal Marines Band Portsmouth can hear them in concert and raise money for charity at the same time.

The Band is appearing with the Portsmouth Choral Union at the city's Guildhall at 7pm on March 12 to help raise cash for King George's Fund for Sailors.

Tickets, priced from £4 to £13, are available from the Guildhall Box Office on 01705 824355.

A THIGH bone from a sailor who was among 900 people drowned in the sinking of the Royal George at Spithead in 1792 has finally been laid to rest.

Divers recovered the relic from the 104-gun ship in the 1840s but it finally returned to Portsmouth after the closure of the museum in Wales which housed it.

The bone was interred with the remains of 33 other victims of the tragedy in a simple ceremony at St Mary's Garden of Remembrance in Fratton, Portsmouth.

NEWHAVEN held a memorial service for 105 men lost with HMS Brazen in the town's worst ever maritime disaster.

More than 250 people attended the ceremony at St Michael's Church on January 26, exactly 200 years after the warship was driven onto the rocks in a howling gale.

The Royal Navy was well represented at the service which conducted by the Rector of Newhaven, Rev Joseph Harper.

## Defence Housing Executive studies sensitive issues on 'mixed' estates

THE DEFENCE Housing Executive has appointed a Mixed Estates Strategy Co-ordinator to manage the sensitive issues which can arise where Service and civilian families live on the same housing estate.

The DHE's Jim Blackburn has taken on the job and as part of the Services Liaison Team he will report to Director Services Liaison, Brigadier Christopher Price, based at St Christopher's House in London.

His brief is to develop a strategy which recognises the sensitivity of a military 'patch' alongside civilian occupancy, whilst ensuring that the terms of the recent sale agreement with Annington Homes (the owner of the family quarters) continue to be met.

The deal with Annington Homes Ltd means that there will be an increasing number of mixed estates as more surplus properties are released.

Mr Blackburn will start by studying the experiences of mixed estates in Plymouth and Portsmouth where the community spirit has ensured successful integration.

In the meantime, he is keen to hear the concerns which Service families have and will be in close contact with unit/station/garrison commanders and with residents representatives.

Pilot schemes for all three Services have been approved and their progress will be reported in *Navy News*. To contact Mr Blackburn, telephone 0171 921 4663 or write to DHE HQ, Room 8/51, St Christopher House, Southwark St, London SE1 0TE.

## Jetty's closure marks end of an era

THE POLARIS jetty at Royal Naval Armaments Depot Coulport has finally decommissioned after 32 years of active support to the service.

To mark the occasion, Mr Tom Ward, superintendent of RNAD Coulport, presented a commemorative plaque to Lt Cdr David Robinson, CO of HMS Ledbury, the last ship to visit the jetty.

They are pictured (right) with the spectacular backdrop of Creachan Mor which overlooks the Coulport armaments depot where so many Polaris missile onloads and offloads took place.



## Maritime art on show at Greenwich

THE NATIONAL Maritime Museum at Greenwich is hosting an exhibition of art featuring the coastline of the UK.

'Beside The Sea - The British Coast In Art' opened in February and will run until June 6.

Britain's coastline has inspired generations of artists and the exhibition aims to show how people have responded to it over the last 150 years.

One of the highlights of the exhibition is a series of scenes by the Boyle Family, who have made 14 wall reliefs showing the effect of every tide in a week on the same section of beach.

Watercolours, oil paintings, films and rare sketches by John Brett and William Wyllie will also be on show. The exhibition is open from 10am to 5pm every day and entrance is free with National Maritime Museum tickets. For more information, call 0181 858 4422.

## Nurses join Navy proper

QUEEN Alexandra's Royal Naval Nursing Service is to be wholly incorporated into the RN from April 1.

The administrative move ends the present anomaly where Nursing Officers are commissioned into the RN and have a reserve service liability while medical assistants (ratings) sign up for the QARNNS only and cannot be recalled unless they volunteer.

In future, all personnel joining the RN and serving in the QARNNS will be liable for reserve duty after leaving the Service.



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# New Area PROs to brighten up the RNA's image

A NEW strategy to enhance the image of the RNA is centred on the creation of public relations officers for each of the Associations' 13 Areas in the United Kingdom.

The idea is that of the Association's voluntary PR Adviser, Capt Peter Voute RN (retd), who was the Navy's Director of Public Relations during the Gulf War.

The Area PROs have been selected by Area Committees from among volunteers. Their role is to heighten the RNA's public image, as well as people's understanding of and support for the organisation in their regions.

It is hoped that improved recruitment will be among the benefits.

Capt Voute, who was appointed as the RNA's PR Adviser last year, has worked as a public relations consultant for other organisations since leaving the Navy. He said experience had shown him that Area public relations networks were very effective in improving coverage in the regional press, and on regional TV and radio.

In the case of the Association

the Area men (and one woman) will also liaise with branch PROs and secretaries to co-ordinate coverage. "I see the need for the RNA

to raise its profile, and the Area PROs are the front-line troops of the RNA's PR effort," said Capt Voute.

## Around the Branches

### Gloucester

When HMS Gloucester visited Avonmouth, members of the ship's company were entertained by the branch who in turn were welcomed on board.

During the visit, one of the Type 42's POs lost his wedding ring, engraved *Scott and Sheila*, in the town. Anyone finding it is asked to hand it in to the RNA Club at 18 Commercial Road.

### Carshalton

The branch held a social in honour of a group of Chelsea pensioners met by shipmates before Christmas when they took part in a carol service and suds opera at the Royal Hospital, with members of

Mitcham, Morden and Wimbledon branch of the RNA and REME Group from Aldershot.

### Pembroke Dock

War-time memories were recalled when Shipmate Norman Fish (77), survivor of the destroyer HMS Puckeridge, attended a short service and wreath-laying ceremony at Llanion cemetery, Pembroke-shire, where 22 of his former shipmates are interred.

Branch members greeted Norman when he arrived from Bournemouth and accompanied him to the cemetery where he laid a wreath of poppies.

Norman was aged 19 when the Puckeridge was bombed in the Irish Sea in 1941. Although she did



## Cardiff's 90 reasons to celebrate

OLDEST member of Cardiff branch, Shipmate Ivor (Bungy) Williams, celebrates his 90th birthday in good company.

Ivor, showing off his cake with the branch chairman, Shipmate Gordon Phillips, left the Navy as a CPO Electrician in 1958 after 32 years' service.

He served in almost all types of warships, including *Impregnable*, *Emperor of India*, *Hood*, *Tiger*, *Dorsetshire*, *Vivid*, *Defiance*, *Berwick*, *Galatea*, *Ardent*, *Brazen*, *Britomart*, *Alamein*, *Dunkirk*, *Matapan*, *Howe* and *Orion*.

not sink, 30 of her ship's company died and many were injured, including Norman who was treated for back and leg injuries at Pembroke Dock Hospital.

The wreath-laying was attended by Shipmates Tom Chisnall (branch chairman), Gerry Price (vice chairman), Norman Clegg (secretary), as well as other members of the branch and of Pembroke Dock Sea Cadet unit.

### Long Beach

Shipmate Ian Twilley was among veterans from many parts of the world who gathered at Ajax, Ontario, for the 60th anniversary reunion of the HMS Ajax and River Plate Veterans Association.

Events included receptions, a gala dinner, sightseeing, visits to local schools to recount wartime experiences, and a remembrance service and parade.

The reunion was also attended by veterans of the other British ships involved in the battle, HMS Achilles and HMS Exeter.

### Chichester

Branch treasurer Shipmate David Blyth and his wife, Pam, had the pleasant task of presenting cheques when they celebrated a 60th birthday and their 40th wedding anniversary.

They had asked that, instead of receiving presents, branch members donate to local charities. That resulted in £330 being presented to St Wilfred's Hospice and £200 to the branch's welfare fund.

A bottle of rum was raffled and made over £100.

### Nuneaton

Street collections by members in Nuneaton and Bodworth raised £600 for local charities in addition to donations made to Naval charities in a previous month.

Life membership and the Shipmate of the Year Trophy have been awarded to Shipmate Bill Freeman. Bouquets were presented to Shipmates Jean Colchin and Maureen Freeman in thanks for their work for the branch.

### Cheshunt

Over 100 members and guests attended the branch's tenth anniversary dinner dance. Shipmate of the Year award was presented to Shipmate Joe Wright, and the Chalkley Trophy went to Shipmate Marion Joy.

A vote of thanks was proposed to Shipmate Babs Chalkley who was retiring as secretary. She is succeeded by Shipmate Dave Wiltshire.

The branch had raised £1,000 for the Jubilee Sailing Trust, and £750 for other charities.

### Cwmbran

The branch's 31st annual remembrance service was held at the Missions to Seamen in Newport. It was conducted by the Rev Malcolm Ainscough and attended by representatives of Newport branch, Newport Merchant Navy Association, and youth organisations connected with the sea.

Lessons were read by the chair-

man of No. 7 Area, Shipmate Mervyn Hodge, and by the branch vice chairman, Shipmate Lloyd Pitt. Eight standards were paraded.

### Gravesend

Branch secretary and treasurer, Shipmate Tom Barnden, has been made an MBE for his services to charity and his work for the branch.

Members provided a Colour Party for a wreath-laying ceremony at Bawley Bay, Gravesend, in honour of the merchant seamen who lost their lives in the area.

### York

Almost 100 shipmates were guests at the gathering to celebrate the golden wedding of branch vice chairman, Shipmate Bill Sunderland, and his wife, Audrey.

The branch's long-serving secretary, Shipmate Geoff Miskelly, and chairman, Shipmate Stan Hudson, have both retired to make way for new blood. Shipmate Mick Farrington takes over as secretary, and Shipmate Derek Eggleston as chairman.

The branch now has a membership of over 100.

### Worthing

A buffet dance was attended by 70 members and their wives, including members of Lancing and Littlehampton branches, and members of Ford branch of the Fleet Air Arm Association.

A raffle offered 40 prizes, with an equal number of them going to members of each branch.

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PICTURE  
PUZZLE

WINNER of our Mystery Picture competition in the January issue was Mr J. Moss of Dorchester. He correctly identified the picture as that of the survey vessel HMS Vidal (1951-76).

His entry was picked at random, and he receives our £30 prize. The identity of this month's picture carries another £30 prize. Name the carrier and identify a double link with Greece.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is April 15. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our May edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 61

Name .....

Address .....

My answer .....



# Association



## Peter's Cumberland model takes top prize

A PAINSTAKINGLY detailed model of the frigate HMS Cumberland has won a top prize for its builder, Shipmate Peter Williams of Camberley branch.

Peter's 5ft long, 1/96 scale model of the Type 22 warship was judged the best model of 300 entered for the competition at Great Yarmouth Boat Show.

What makes his winning entry even more remarkable is that it is radio controlled with working features – navigation lights, a fully manned bridge, signal lamp, rotating radar aerials, working helicopter landing lights, and a Lynx aircraft which moves up and down on the flight deck.

Paint for the ship was supplied by Captain Fleet Maintenance at HMS Drake, while Westland sent information on the Lynx.

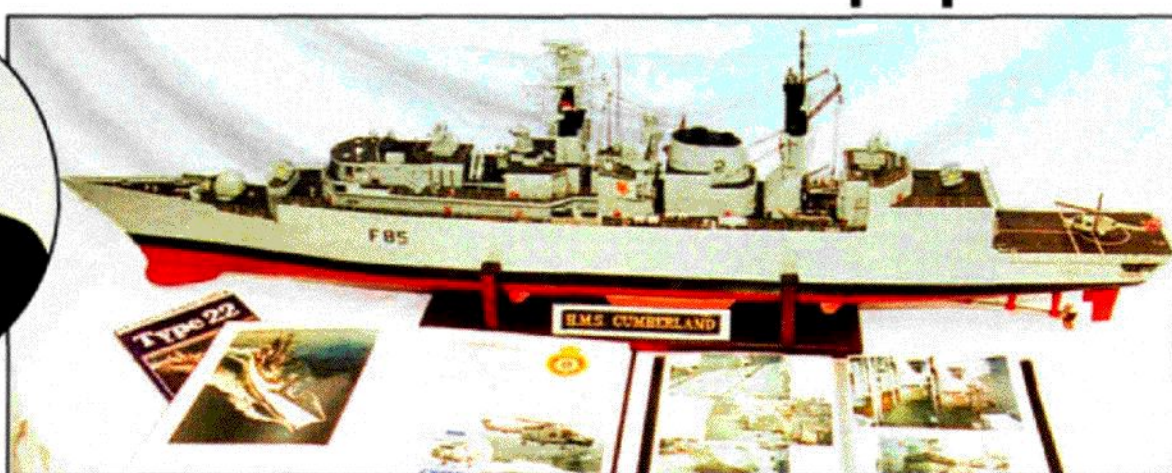
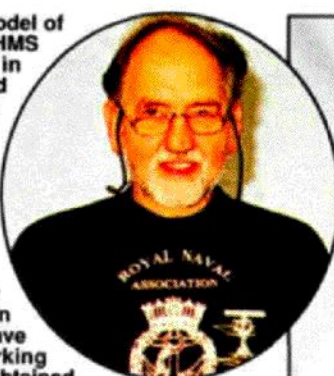
Peter, a member of the Surface Warship Association, said the Great Yarmouth Show was the first outing for the completed model.

The craftsman's main ambition is to

complete a model of the cruiser HMS Cumberland in which he had served during her last year as a trials ship in the late 1950s.

He said: "I've spent years researching her in her 1942 condition and now I have started working from plans I obtained from the National Maritime Museum." The scale is 1/128, making the model about the same length as the one of the modern frigate.

"During the research I visited the current HMS Cumberland, so armed with lots of information and photographs taken on board I decided to build her as well. Just to get my hand in!"



Peter is grateful to all those who helped him with the project, and is dedicating his award "to all the wonderful people I've met over many years in the

RNA, Naval Medical Association, and the HMS Cumberland Association, many of whom I probably bored with my model projects."

● Shipmate Peter Williams (inset) won a best in show award with this model of HMS Cumberland.

## Shipmates aid facelift for grave of officer on Darwin voyage

THE GRAVE of one of the officers of HMS Beagle during Charles Darwin's historic voyage on board, has been restored with the help of Haven branch of the RNA.

The last resting place of Admiral John Lort Stokes at St David's Church near Haverfordwest in Pembrokeshire, was restored thanks to a donation made by the branch.

Stokes began his Naval career in 1826 and served in the survey ship Beagle for 18 years. He was on board during the 1831-36 world voyage of the Beagle during which Darwin laid the groundwork for his theories on the origin of species.

Stokes eventually commanded the Beagle and in 1864 was promoted to flag rank. He died in 1885.

His adventures were recounted 12 years after his death in the book *A Roving Commission* by Cdr Crawford Pascoe RN.

Once, while surveying on a sandbank at the entrance to the Victoria river in Australia's Northern Territory, Stokes was involved in a cat-and-mouse game with an alligator who was intent on eating him.

With his clothes strapped to his head he narrowly dodged the reptile and braved a rapid stream to reach safety.

## Falling membership forcing subs rise

FALLING membership of the RNA has triggered plans for a rise in annual subscriptions from £6 to £8.

The Association's National Council will decide this month on a proposal for the increase which would be put before the annual conference at Weymouth in June. Any rise would come into effect next year.

The National Council is priding itself on excellent housekeeping which has so far conserved the Association's reserves of approximately £700,000. Expenditure in 1998 stood at just over £204,000, representing a rise of only four per cent in four years.

However, membership now stands at about 37,000 – 7,500 less than 1995. The constant shrinkage

in numbers of those who have served in the Navy since World War II means that inevitably there are fewer and fewer people eligible for full membership of the Association under its present rules.

In a statement, the National Council said: "However successful future recruitment is, there is now no alternative than to plan on the basis that membership numbers will continue to fall over the course of the next few years."

"Annual subscriptions have also fallen by some £20,000 between 1997 and 1999. By 2001, at £6 per year, the total could fall by another £25,000."

"If the RNA is to survive and prosper in the new millennium it is essential that it is able to operate from a strong financial base."

The proposal would put subs up by 33 per cent, but the National Council argues that frequent, small

risks would be expensive to administer for both HQ and the branches. The last rise in subs was made in 1995 when they went up by £1.

General Secretary of the Association, Capt Bob McQueen RN (retd), says the rise is in line with increases which have already been made by other ex-Service organisations, including the Royal British Legion, the Royal Marines Association and the RAF Association.

"The problem is common to all such associations," he said. "We are not short of cash – our reserves have increased over the past five years."

"But we are making a business recommendation that the subscription goes up to meet expenditure, otherwise we will find ourselves in a vicious circle which would result

in our reserves diminishing to meet expenditure."

"We are working towards an informed and sensible debate at conference, which I hope will approve the increase. I am already getting messages of support for the proposal."

## RNA to parade at unveiling of FAA memorial

THE PRINCE of Wales is due to unveil the Fleet Air Arm memorial in Victoria Embankment Gardens on June 1. Invitations are going out to all those who donated individually to the Memorial Appeal, and to representatives of the Naval associations who sent contributions from their branches.

The National Standard of the RNA will be among those on parade. Music will be provided by a Royal Marines band and it is hoped that a fly-past by aircraft of the FAA's Historic Flight can be arranged.

### THE ROYAL NAVY OF WWII ON VIDEO

NEW...PART 11...E.INDIES/BRITISH PACIFIC FLEETS... (2nd PHASE)... Trinco, Sydney, Manus, Sakishima etc. Making maximum use of all surviving RN archive film, including colour, this 2nd Phase video continues the epic story of both these fleets. All other episodes still available. Part 9 Op. Neptune (D-Day period) Part 8 Op. Torch. Part 7 Hazards of Russian Convoys. Part 6 Perilous Waters (action in the Atlantic). Part 5 Tragedy & Triumph (Bat. of N. Cape) down to and incl. Part 1 Battleships at War. Each is 60 mins. Price UK £21.90 post paid. Elsewhere add £3.05. For multiple orders large discount available. Full details of this & all programmes send SAE.

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FOR THE third year running No. 4 Area chose Dartmouth as the venue for their annual meeting. Areas officers are shown here with the town's Mayor and Mayoress, Cllr Melvyn Stone and Christine Stone. The others are (l-r) Shipmates Ray Barraclough (area and national treasurer), Mick Arnold (secretary), Howard Jeffries (president), Richard Debenham (chairman), David White (National Council vice chairman) and Jan Tidball (Dartmouth branch chairman).

At a quarterly meeting of the Area at Bodmin, 36 of the 52 branch representatives attended. Shipmate Paul Cornwall presented a shield to the Area president. It is to be named the Vic Cornwall Memorial Shield in memory of Paul's father, and will be held by Bodmin branch for annual presentation to the male RNA associate member in the Area who has done most for the branch and the RNA in general. The Area already has the Jaqui Ward Memorial Trophy for female associate members.

## Naval Quirks

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**Ships' badges began – officially, anyway – just 80 years ago. Roger Fry explores the background to some of the Navy's rarest antiques.**

**T**HE DATE and name of the first ship's badge in the Royal Navy is not known, but examples were seen around 1860 and gradually numbers increased so that by the turn of the century many warships displayed one, the design frequently repeated on gun tampions and boats – but without any standard in material, shape, size or quality.

This situation prevailed until 1916 when the part-time curator of the London Tower Armoury, S/Lt Charles Foulkes RNVR was invited to assist in establishing what was later to become the Imperial War Museum.

As well as being an expert on firearms, and on acceptance receiving the honorary rank of Major RM, his other accomplishments included a sound knowledge of classical history, heraldry and an interest in Naval badges.

He began collecting examples of the latter for the Museum, which brought him into contact with ships and ship builders, one of whom was George Richardson, a director of Swan Hunter & Wigham Richardson Ltd, in whose Wallsend yard HMS Tower was building, the CO designate anxious to have a ship's badge.

Maj Foulkes agreed to design one which was carved in wood, then cast in brass at the yard. The result so impressed Richardson that he sought further designs and by 1918 Foulkes had completed 20 or so for SH&WR and other builders – many for V and W-class destroyers.

By October his reputation had spread to the Admiralty who offered him the honorary position of Admiralty Adviser on Heraldry with the task of designing badges for every ship in the Fleet of Torpedo Boat Destroyer size or above.

Late 1918 saw the Ships Badges Committee formed with Foulkes sitting with the Admiralty Librarian and a serving admiral. After trials, it was decided that destroyers should receive a shield-shaped badge; cruisers pentagonal; auxiliaries (submarines, minesweepers, aircraft carriers etc) diamond and battleships/battlecruisers circular.

Each was surrounded by a "rope" frame with gold Naval crown (the "crest") above the ship's name and cast in brass to specific size and weight, the largest being the battleship badge, 2ft 2 1/2 inches high and a hefty 80lb.

Foulkes' skill as a water colourist, together with collected examples of figureheads and early badge designs enabled him to create over 550 "Patterns" before his retirement in 1936. Each was numbered and had to be "sealed" by the Committee, after which it became the Sealed Pattern.

Successive Clarenceux Kings of Arms and Somerset Heralds have prepared these. Once sealed, the Pattern was passed to H. H. Martyn and Co to be carved in relief on yellow-pine boards of the requisite shape to make a full set including name block.

Batches of carvings and blocks were then despatched to Chatham

# Setting the pattern

Dockyard where each was mated with its respective pre-carved, re-usable frame and crest. This combination formed the pattern from which a hollow sand mould was created into which molten brass was poured. After cleaning off and painting, the badges were ready for issue.

It is accepted that Admiralty Ships' Badges were introduced with Foulkes' first batch of approved Patterns in 1919, but as late as June 1921 only two badge sets – for HMS Wishart and Tiger – had been cast and these are thus recorded as the first official ones.

Soon after, several dozen had been completed. Each ship was also entitled to a pair of badges for each boat noted on the plans, a smaller facsimile of the parent badge, cast in brass but without name or crest.

This principle continued until 1941 when boat badges were discontinued and Patterns for new names were fitted into a new standard circular frame, smaller than the battleship frame and around 32lb, in line with the other three styles. However, if a badge was already in existence, a new ship would be allocated that, regardless of shape, and if the badge of a predecessor was unavailable, the carving was adapted to fit the new-style frame.

**I**t was not until 1957 that boat badges were re-introduced, now with crest and name and half the size of the parent badge. Diesel/electric submarines also had this as their master badge, nuclear boats one slightly larger.

Cost savings quickly saw aluminium alloy introduced, but warships hitherto deprived of a badge were now provided with one, smaller vessels having a common 'Type Pattern' with individual ship's name above.

Many ships had earlier fashioned their own badges and preferred to keep them, but by 1975 Their Lordships expected all warships and Naval Air Squadrons to display the circular standard badge, RFA and RMAS vessels having a pentagonal design and shore establishments diamond.

Badges therefore fall broadly into three categories:

- Unofficial, circa 1860-1921, or later for ships which belatedly or never received an Admiralty Pattern).
- Official Admiralty Pattern badges cast from 1921 in brass at Chatham until the late 1950s.
- Those cast since at Chatham, then Devonport and now by the builder in alloy or plastic resin.

While the sale to the public of official badges which are to be retained "in perpetuity" is forbidden, some, especially boat badges, have found



● Above: A rare "handed pair" of 5-in brass boat badges, cast at Chatham for the cruiser HMS Cleopatra. Left and right facing patterns frequently required an extra casting to enable both badges to face forward when fixed to a boat. Below left: Pre-Admiralty ship's badge for HMS Excellent, a fine quality brass casting of circa 1895 that remained in use until 1955. Below right: Admiralty Type standard badge of HM submarine Trusty, 1942. Original destroyer pattern by Charles Foulkes for 1919 destroyer.



their way into private hands, mostly from the disposal of hastily de-stored ships in the period 1945-49 or later from ex-affiliated public institutions turning to new allegiances.

A good number reached the market from the breaking of the unique Swan Hunter collection and a recent DML "find" from the 1930s in an old dockyard boat store. No doubt Jack also spirited away the odd boat badge as a trophy from a happy ship!

□ Further reading: *Admiralty Ships Badges, Original Patterns 1919-94*, by T. P. Stopford (Stone Frigate, Rochester 1995). *Heraldry in the Royal Navy, Crests and Badges of HM Ships*, by A. E. Weightman (Gale and Polden 1957).



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## New plan to connect with youth unveiled

EDUCATION and Employment Secretary David Blunkett last month unveiled a radical new youth support service for all 13-19 year olds – Connexions.

Connexions will be phased in from 2001 and piloted round the country. The first five pilots will be in Coventry and Warwickshire; Devon and Cornwall; Lewisham, Hampshire and Humberside. There will also be a Connexions freephone line piloted in the North-East soon.

The service will integrate existing careers advice and support services for young people into a coherent and improved framework. It will create a single point of access for young people to currently fragmented service provision – at the moment young people can deal with up to eight different agencies.

Personal advisers will be available to give advice and guidance on learning and careers choices and to help young people overcome any barriers to successful transitions into adult life.

Mr Blunkett said: "At present just under a third of young people drop out or fail to achieve their learning goal in full-time education. These wrong career paths cost an estimated £350 million. The social costs can be enormous in unemployment and crime.

"Wrong choices often lead to wasted lives. We must reduce the proportion of young people not in education, training or work below the current level of nine per cent."



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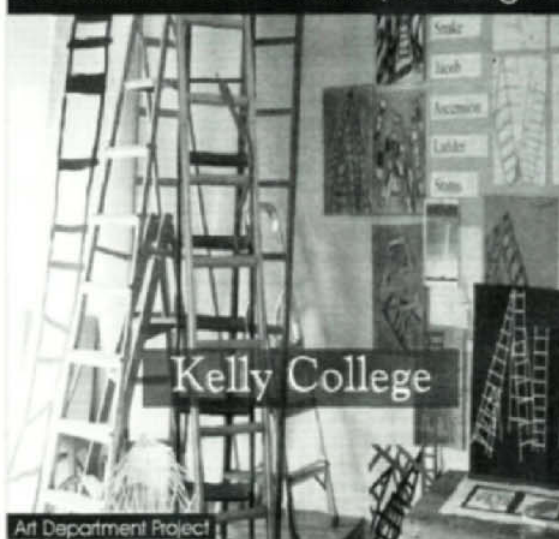
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**Accurate prediction of weather conditions is crucial to the success of maritime operations. MIKE GRAY meets the team which provides the Fleet with its weather forecasts – and much more.**

IT IS ironic that on stepping into the Fleet Weather and Oceanographic Centre (FWOC) I was asked "Is it still raining out there?"

The Royal Navy team has such a firm grasp of global weather patterns that the state of the sky above their Northwood base is of little professional interest – and, to be fair, the centre is several floors below the ground.

The importance of their work spreads across the entire Royal Navy and beyond, a fact acknowledged by the man who directs the ships worldwide.

"What this team does is absolutely crucial to our day-to-day business," said Commodore Malcolm Williams, Assistant Chief of Staff (Operations).

"Whether it's a ship in the Gulf, the South Atlantic, the West Indies, the Far East, or in UK waters, the maritime business is always dependent on the weather."

"Take, for example, HMS Exeter in the Gulf doing MIOPs. I have got in mind what sort of conditions her seaboat is going to experience."

For FWOC this represents the bread and butter aspect – routine forecasts for areas where the Navy

has a presence.

Teams of four – a junior officer forecaster, a petty officer supervisor and two junior rates – working a five-watch system feed regular weather updates to the Fleet, RFA and Royal Marines.

Other 'customers' of FWOC 'products' are Fleet HQ, the HQ of 11/18 Group RAF (UK home defence and Maritime Patrol Aircraft), Permanent Joint HQ, Commander-in-Chief Eastern Atlantic and other NATO groups, and the UK Met Office in Bracknell – itself a defence agency.

Ships in the South Atlantic receive two charts a day, and twice that many are produced for the North Atlantic.

In the Caribbean there is just one chart daily – except when a hurricane threatens, when additional work is put into tracking and forecasting the path of the storm.

When Hurricane Mitch struck Central America with such violence in 1998, FWOC watched as it swung through the region until it was judged safe to send in the West Indies Guardship, HMS Sheffield, and HMS Ocean's exercise group.

Typical weather analyses are done on computer, and can be sent as coded messages to ships.

FWOC has five or six regions under scrutiny at any one time. The North East Atlantic is always monitored, and others usually include the Gulf, the Balkans, the Caribbean and the South Atlantic.

The other side to FWOC's work is the reactive cell. This also has global responsibility, but focuses all its resources to provide precisely-tailored information in support of particular operations.

"On special operations, like Desert Fox and Kosovo, the service provided to the units out there and the planners here at PJHQ and Fleet is extremely important," said Commodore Williams.

"If you are talking about precision bombing by RAF aircraft in Kosovo, then clearly it's important we have got a good handle on weather conditions."

According to US Navy exchange officer Lt Cdr Joe Veneziano: "We are like firemen – we get called on when things get hot."

Masses of information is drawn in – from ships and observers in the region, from the Met Office, from NATO allies and even the Internet – and the risk is that commanders would be swamped.

Much of this information is filtered through a simple 'traffic

● Heavy going: RN ships rely on the Fleet Weather and Oceanographic Centre at Northwood for a range of services, from raw data to regular forecasts and warnings of severe weather. Here HMS Newcastle ploughs through a stormy sea.



# From the sea-bed to the stars

light' system, whereby the prevalent conditions for any operation can be reduced to red (poor outlook), yellow (marginal) and green (favourable), so opportunities over a period of days can be easily identified and examined.

The reactive cell also has responsibilities for anti-submarine warfare, and for TLAMs, providing long-range environmental analysis to allow planning of missile routes and route forecasts.

New technology has been particularly lively in support of landings.

"Amphibious operations are exceptionally environmentally-critical. If you want to put a guy on a beach you need to know what the environment is," said Joe.

Given a location, the relevant data, and weather forecasts, FWOC can tie in DERA 3-D technology, using a digital terrain database, and a thorough picture of the likely conditions can be produced – in effect, a landing can almost be simulated before the actual event.

"We can make a forecast knowing the beach and offshore conditions – for example, is the surf safe to send in the boats?" said Joe.

"We can give them an idea how to get on to the beach – and more importantly, off the beach."

"You get a picture of the area, from any height, to see what we are getting into."

In order to gather the necessary data, many sources are used, but satellites are increasingly useful – it is possible, for example, to tell offshore wind speed and direction from the sea's microwave emissions which can be read in space.

Such technology is also put to

more routine uses by the Navy – the Fishery Protection Squadron and the Submarine Service welcome details of the '18 degrees tuna line' (the temperature threshold beyond which the fish, and fishing boats, will not venture) or the exact state of ice formation in the Norwegian Sea.

FWOC's skill in turning mountains of data into useful information made it a natural choice as a UK and NATO fusion centre in rapid environmental assessment – quickly drawing together all available data and making it accessible to commanders.

PO(METOC) Paul Bone has just returned to FWOC after years at sea, and can vouch for the huge advances made.

"I was here in 1994 and it's changed a lot since then."

"There have been great technological advances, and the amount of stuff and quality and breadth of stuff you can put out is amazing."

"In the old days you just put out old hand-drawn charts. Now it's all satellites and computers."

"Our primary job is to supply the information that supports the ships – and it has got to be current, correct, on time and what they want."

Large ships such as carriers have their own on-board teams, and look to Northwood for raw data to help produce their own forecasts.

Frigates sometimes have a forecaster on board, although FWOC will in any case supply forecasts for tracks across oceans.

But smaller vessels like mine-hunters rely completely on FWOC.

It is one of the centre's strengths that so many personnel have seen life at the rough end of a weather system and know what is needed by those at the sharp end.

"We spend our lives at sea, so we understand it. When they come back here ashore, my staff

have it in their mind," said Cdr Fred Aitken, Deputy Assistant Chief of Staff (HM).

"All the time we're thinking maritime operations, from the seabed to the stars – we have gone beyond the top of the atmosphere."

"There's nothing else in the country like this place, and globally we are on a par with anyone."

"We have got superbly bright people here, so we are at the very cutting edge and continuing to push that forward."

"It's the canvas on which the senior commanders are trying to paint their picture – it's the backdrop to everything we do."

## Terms of reference

**DERA:** Defence Research and Evaluation Centre

**FWOC:** Fleet Oceanographic and Weather Centre

**PJHQ:** Permanent Joint Headquarters

**TLAM:** Tomahawk Land Attack Missiles (cruise missiles)

**USN:** United States Navy

**MIOPS:** Maritime Interdiction Operations

**HM:** Hydrography/Meteorology and Oceanography

## Navy was ready for Great Storm

WHATEVER other forecasters were saying on the evening of October 16, 1987, RN experts were ordering the Fleet to bat down the hatches.

Cdr Fred Aitken, now Deputy Assistant Chief of Staff (HM) at FWOC, was then in HMS Beaver, and remembers the night of the Great Storm – and how it proved the value of an independent RN weather service.

"The then-boss of the Fleet Weather Centre, Capt Peter Nicholas, issued a hurricane warning, which had not happened in home waters in living memory," said Fred.

The result was that Navy ships throughout the UK put out to sea where possible.

Beaver had been due to change Exocet missiles in Devonport early on the 17th, but with warnings of severe weather from the Fleet Weather Centre, the evolution was brought forward.

The ship sailed that

evening into the relative safety of open waters.

"There was almost a deathly quiet, and over to the south-west we could see a line of blackness, almost like a curtain," said Fred.

"The black line had clear blue sky above it – the first sign of the Great Storm."

"We were off Cornwall when it hit us. It was so rough we couldn't tell exactly what was happening, because the anemometer only goes up to 65 knots, and it was more than that."

"The definition of a hurricane is 64 knots, so it was a hurricane through the night."

"We just had the motors running and the propellers spinning to keep us in the right direction."

"We rode the storm, and it had petered out by morning."

"We got to Portland by lunchtime, and there were boats smashed to matchwood as far as the eye could see."

"As we pulled in there was a 40ft launch about 60ft up the grass bank."



● Weather on screen – global data gathering, assimilation, display and transmission at FWOC has been revolutionised by computer and satellite technology.

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## NEWSVIEW

## Seymour's dash of diplomacy

**B**oth the Boer War and the Boxer Rebellion saw significant examples of RN participation in joint operations – the former in concert with the Army and the latter, under RN command, with sailors and marines from the French, Austrian, German, Italian, Japanese, Russian and United States navies, despatched to the relief of the besieged Legations at Peking.

Vice-Admiral Sir Edward Seymour, who had remarkably liberal reservations about military intervention in China, led the International Relief Column in what became known as 'Seymour's Dash'. More remarkably still, he found his very mixed force happily accepted his authority – and the most satisfying rapport appears to have been achieved with the French, our traditional foes for most of the past millennium.

As Richard Brooks observes in our Boxer Rebellion centenary supplement, the Royal Navy at that time had no monopoly of the means of maritime power projection. The *Infanterie de la Marine* had fought with distinction in French colonial campaigns and in the Franco-Prussian War of 1870 – and in China, in 1900, they impressed their British counterparts, who thought them “excellent comrades, sharing everything in the field.” Seymour himself regarded them as the first detachment under his command.

Some of this harmony must have had to do with Seymour's tact and leadership. He was, anyway, the most senior officer present, but in other hands the operation might have ended in tragedy.

The whole scenario of the Boxer Rebellion, so very far from home, conducted with scant resources over considerable distances with limited communications, could easily have spelled disaster – as could have the Falklands War over 80 years later. Seymour was the best man for the job and it was a great piece of luck that he was in the right place at the right time. He led from the front, so that his officers, including the French, often feared for his safety. John Jellicoe, his Flag Captain, and Cdr David Beatty of HMS Barfleur, did the same – and both were wounded in consequence.

A hundred years ago, this was a remarkable meeting of international naval and diplomatic talents, whose belated legacy, a hundred years later, may be a new joint approach to global policing. The attachment of the French state-of-the-art stealth frigate Aconit to the Navy's forthcoming world-wide deployment is a welcome step in that direction.

● **LESSONS IN LEADERSHIP:** Vice Admiral Sir Edward Seymour (seated) with his Flag Captain, John Jellicoe (right).



# THE FACES BEHIND THE FIVE PILLARS



● **PEOPLE:** Capt Laurence Brokenshire and WO Barry Cooke



● **RESOURCE MANAGEMENT:**  
*WO Andy Meredith and Cdre Paul Boissier*



● **EQUIPMENT:** *Cdre Ronald Finlayson and WO(R) David Rowles*



● **PARTNERSHIPS:** WO Trevor Owen and Cdre Tim Laurence



● **READINESS FOR OPERATIONS:** *Cdre Philip Wilcocks and WO Key Barnden*

**AS REPORTED** last month, the Navy's new Strategic Plan has five key areas, or "pillars", through which it will be managed over the next 15 years – each one headed by "champions" personally appointed by the First Sea Lord.

And here they all are. Since they will have a watching brief, apart from their actual jobs, for up to five years over their particular pillar of concern, it is as well to put names to faces, we thought.

They are tasked with keeping their ear to the ground, to monitor and to keep pressure on the pace of progress – and they will report directly to 1SL. So keep them posted.

## Artillery lessons for MPs

**FIRST** Sea Lord Admiral Sir Michael Boyce meets the troops at the Honourable Artillery Company headquarters, who hosted a reception to mark the 10th anniversary of the Armed Forces Parliamentary Scheme.

The AFPS was set up by Sir Neil Thorne for MPs to experience Service life and enable them to speak from first hand on Defence issues. To date, some 65 members still remain in the Houses of Parliament.

Picture: CPO Wayne Humphreys





# Horror camp memorial plan for the magnificent seven



● The cynical motto meaning 'Work makes you free' still looms over the gates of Sachsenhausen concentration camp. It was brutally untrue for all the inmates, including seven very special Royal Naval prisoners...

**S** EVEN BRITISH Naval prisoners of war who bravely endured two years of brutal treatment before their deaths at the hands of the Nazis are now likely to be commemorated by a permanent memorial at a concentration camp site, writes Clare Staley.

The seven were commandos – six RN personnel and a Royal Marines sergeant – who were captured by the Germans during a covert operation in Norway.

Sent to Sachsenhausen concentration camp, they were made to march 48km a day for 420 days – testing boots for the Wehrmacht. Eventually six of them were shot by the SS, the seventh dying of typhus.

The plan for the permanent memorial at Sachsenhausen will also commemorate other members of the British Armed Forces who lost their lives there or who died on the long march following the evacuation of the camp by the Nazis in 1945.

And to mark the 55th anniversary of those events, representatives of the Royal Navy, Army and the Royal British Legion Berlin branch stood shoulder-to-shoulder for a wreath-laying in the camp's execution ditch.

A short service was conducted by RN chaplain the Rev John Green, and during the ceremony a lone piper played *The Flowers of the Forest*. Royal Navy representative was the British Naval Attaché to Germany, Capt Chris Ellison.

The commando team they were honouring was led by S/Lt John Godwin RNVR. He and his men were landed in Norway to blow up enemy shipping, but after only two weeks ashore they were captured and taken to Germany.

At Sachsenhausen they were put into barracks with Norwegian prisoners who shared with them their regular supply of Red Cross parcels. However, towards the end of 1943, conditions worsened for Godwin and his team when they were made to march in the 'Shoe Testing Kommando' as retaliation

**'They have taken everything from us, but not our spirit'**

for Allied bombing raids on near-by Berlin.

Occasionally having to carry a 40lb pack for up to four weeks as an extra punishment for misdemeanours, they marched a total of 20,000km. Throughout, their spirits remained high, and they were still marching and singing when in January 1945 one of their number – ERA Alfred Roe (36) – was taken to the camp hospital suffering from typhus. A similar fate befell the seventh member of the team, OS Keith Mayor (19).

Then, on the evening of February 1, as the Allied pincers closed on Germany from East and West, the SS guards called about 500 prisoners forward for 'transport' – a euphemism for execution. The detachment included British, Polish and Soviet prisoners – and among them were the five 'fit' members of the RN team – Godwin, PO Harold Hiscock (27), Sgt Jack Cox, OS Neville Burgess (19) and OS Andrew West (21).

When they were being formed up, a Norwegian prisoner heard Godwin call out: "They have taken everything from us, but not our spirit!"

As the condemned men were marched off to what they knew was certain death, some of the prisoners resisted.

It seems Godwin seized a guard's rifle and killed him with it. Others joined in and a gunfight between captives and captors continued all that night, almost until daybreak by which time all the 'transport' prisoners had been killed.

The two members of the Checkmate team suffering from typhus were helped by Norwegians to get to Belsen, where attempts were made to conceal them in the camp hospital there. But just days before the British liberated the camp on April 11, Mayor – who was recovering – was discovered by the SS and shot. Roe died of his illness.

It is estimated that 100,000 people had perished at Sachsenhausen by the time of its liberation.

After the war the only recognition given to the commandos was a posthumous Mention in Despatches for Godwin and Mayor.



● On a wet and dismal February 2 at the former Sachsenhausen concentration camp, a wreath is borne to the execution pit by military members of the British Embassy staff in Berlin – PO Alan White and Major Nigel Dunkley. It was laid by the British Naval Attaché, Capt Chris Ellison RN.

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## Taking the lead in child safety



POLICE dog Zak proved an enthusiastic prop for Sgt Bob Lee when he visited Nansloe School, near RN air station Cudmore, to give a talk on child safety.

Sgt Lee, the Ministry of Defence Police's senior officer at Cudmore, was making his contribution to a national campaign by police forces to educate children on how to stay safe, happy and say 'no' to strangers.

Sgt Lee said: "Although this is part of a national campaign, we are delighted to be able to bring the message to our local schools where many of the pupils are from families connected with Cudmore."

"The presence of Zak helps to heighten the interest among the youngsters."



Keeping Concorde, missiles and light day's work for RN air traffic controllers

# Hawks, squawks, puddlejumper

● Screen scene: Airways (straight lines) and RN danger areas (broken lines) are superimposed on the West Country coastline on the radar consoles.



By Mike Gray

**I**F YOU start a war you expect people to get hurt – but there is a small RN unit which works very hard to ensure this is not the case.

As ships, submarines and aircraft set out for the weekly Thursday War, an integral part of Flag Officer Sea Training's programme, the tempo is already rising in a darkened room in the heart of Devonport Naval Base.

It is here that the air traffic controllers of Plymouth Military Radar – Plymouth Mil – watch their four radar consoles and bring together hostile forces while keeping innocent parties out of danger in a system thought to be unique in Europe.

The key to Plymouth Mil is that warships must be subject to savage air and missile attacks to test their mettle.

But airliners – including Air France Concorde – and light aircraft or 'puddlejumper' must be protected as they fly over, around or through a military shooting gallery.

Safety is the overriding concern – but commercial matters also feature on the list of considerations.

Lt Rachel Firth, who has now left Plymouth Military to train as an instructor at RAF Shawbury, said: "In a typical two-hour firing serial, we might only actually fire for five minutes, so why put the airlines and pilots into the problem of re-routing when we can co-ordinate in a lit-

● On the attack: A FSATO Hawk flashes past a Turkish ship undergoing training with Flag Officer Sea Training in the Channel.

## Terms of reference

ATC	Air Traffic Control
CAA	Civil Aviation Authority
FOST	Flag Officer Sea Training
FSATO	Fleet Support Air Traffic Officer
London Radar	National Maritime Centre
LARS	Lower Airspace Radar Service
MAFF	Ministry of Agriculture, Fisheries and Food
RNAS	Royal Naval Air Station
Squawk	Four-figure code for aircraft or warship

tle more detail?" Cdr Wayne Keble, FOST Staff Operations Officer, said: "We have a unique relationship with the Civil Aviation Authority in terms of civilian air traffic control."

"It's unique because we can control civilian aircraft through active military danger areas when live firings are taking place."

"Obviously we have to de-conflict, but we have the authority to take civilian aircraft under our own control, not only to cross airways but also to de-conflict from live firing serials."

"The beauty of this is there's the least possible delay to civilian aircraft, and maximum use of airspace for military and civilian users."

The seven-strong team of controllers is supported by a small team of four assistants and two ground radio engineers, is pivotal to FOST's operation – they control up to 1,500 major activities a week involving ships, aircraft and submarines, with timings accurate to just a few minutes.

"Each action has an interaction with another – for example, an aircraft flying through an area with a helicopter from a ship or gun-firing," said Cdr Keble.

Thus an incoming aircraft must be on time to tie up with realistic, simulated battle damage on a ship, which may go dark and have machinery out of action.

The ship's intelligence, and the reaction of other participants in the Thursday War, can also be monitored against actual events to ensure that all aspects of the ship's performance are up to scratch.

Plymouth Military relies on three radar heads, at Portland, HMS Cambridge and RNAS Culdrose.

The information is sent down telephone lines to Devonport, giving a picture of the exercise areas from the Isle of Wight in the east to the Isles of Scilly in the west.

The benefit of the Watchman radar at HMS Cambridge at Wembury is that it is angled low enough to show ships, giving controllers the ability to guide aircraft in to targets.

Last year FOST trained 105 warships from 17 different nations – but a more accurate picture of Plymouth Mil can be gleaned from the aircraft traffic.

In the same year, the total number of aircraft which received a radar service were 6,040 civilian and 5,228 military – a total of 11,268 which, when added to those simply seeking flight information, approaches 15,000.

Military air traffic control is a career which people tend to stick to, said Lt Rachel Firth.

## War and peace on screen

**T**HE SMOKE of battle was clearing as I watched controllers at work in the FOST offices at Devonport.

Thursday War was all but over, and the controller on the western region tactical screen could afford to relax a little.

On the right-hand screen, Lt Keith Ellett, almost 20 years in air traffic control, offered the multi-level radar service to civilian and military pilots.

A Nimrod from RAF Kinloss was using the Thursday War to practice reconnaissance techniques, and Keith ensured there was no conflict between the jet, which was flying at 1,600ft, and a Dauphin helicopter transferring personnel between the ships and Devonport.

Keith kept an eye on a Jetstream flying into RNAS Culdrose, then allowed the Nimrod to climb to flight level 240, and handed control over to London Radar.

Superimposed on Keith's radar picture were established airways, and broken lines showing the various sectors of military danger areas. A steady stream of blips plodding across the screen represented high-flying airliners.

Next to demand Keith's attention was a Brymon Dash 8 airliner, flying into Plymouth City Airport.

He passed information from the plane to airport staff – Plymouth Airport has no radar of its own, and the Navy can offer advice and information when requested, though they cannot instruct pilots.

The service is not critical to airlines, but Navy assistance is welcomed nonetheless.

The attraction of the job is clear to Keith – at an

air station he would just be an air traffic controller, but at FOST he has the added spice of dynamic air operations – putting part of the war plan into effect.

He and his FOST colleagues must also juggle with the logistics of ferrying people.

Two helicopters – both with a capacity of nine, which is reduced to six when a winch is fitted – three crews and any number of visitors to ships add up to a serious test of lateral thinking.

"We are unique because we are a hybrid between a proper area unit – something like London Radar and Scottish Radar – and a terminal radar unit offering Lower Airspace Radar Service (LARS) – London and Scottish don't offer that," said Keith.

"We offer the LARS, but can cross airways and control in the upper airspace in the areas in which we have been given permission to do so."

They can do this because their patch is effectively controlled airspace. They know exactly what is happening in any place at any time.

Screens display a colour-block status report for all danger areas – red for firing, yellow for helicopters no higher than 1,100ft, pale blue for fixed wing and rotary aircraft separated by height, for example – and cards with squawks and other details are at hand until the aircraft has passed through Plymouth Mil's areas.

Meanwhile, upstairs in Air Operations, where the assistants work, a Cessna pilot has called in to say he is flying from the Channel Islands to Aberdeen, and would like to know if he can pass through the area.

The information is logged and passed to the controllers downstairs.

Such courtesies are not as common as they ought to be – there are numerous examples of light aircraft seeking permission to fly though just as they reach the edge of a danger zone.

With WOAC Kipper Roberts now at the console, West Drayton rang to say an airliner had requested permission to cut a corner between airways, taking it across Plymouth Mil territory.

"It brings him over my danger area, but as there's no firing that's fine," said Kipper.

"It's saving the airline money in fuel costs, as he doesn't have to follow the longer air route."

"We are the only unit in Europe, as far as we know, which allows the co-existence of missiles and civilian traffic in the same airspace."

"It's all done under procedures set out with the CAA, but we must have two-way communication with the ship, the towing aircraft and London ATC Centre, and have a serviceable radar at HMS Cambridge."

"If any of those factors is missing, we would stop the serial at once, by sending a flash signal to stop firing."

"We have never had an incident in the five years we have been here – it must be one of the safest operations because it is so strictly governed by rules."

"There's a bit of wheeling and dealing; there are up to three aircraft frequencies and perhaps London Civilian or Military on the telephone – you have to prioritise."



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● Thursday warplane: Falcons simulate attacking aircraft and missiles during Flag Officer Sea Training operations.

"Once we are in ATC we tend to specialise further in the discipline, because it costs a lot of money to train us."

"It is fast and furious, and we have to be extremely flexible – we come up with solutions to problems you didn't even know were problems in the first place."

Typical examples of co-operation include the appearance of an Air France Concorde in the area.

The plane flies north out of Paris and turns just south of the Isle of Wight, and halfway across the military danger areas it starts to accelerate to supersonic speed.

Civilian controllers inform Plymouth Mil of the aircraft's arrival time at a reference point, and its squawk (a signal identifying the aircraft), and a flash signal is sent to any ships firing in the vicinity – although it is usually too high by that

stage to conflict with Thursday War activities.

Nothing enters these areas unless the Navy team receives confirmation from the ship that firing has ceased.

Although there are similarities with civilian ATC, the training is different enough to prevent Service personnel walking straight into a civilian job.

Lt Firth said that civilian ATCs tend to work on a pro-active, procedural basis – aircraft separated by distance, height and

time – whereas the military tend to be reactive to civilian aircraft, providing assistance when requested.

And the job is the opposite to that of fighter controllers: "They bring aircraft together, we keep them apart," said Lt Firth.

"For example, the MAFF fishery protection aircraft out of Exeter might ring in and say they are coming in, and we can tell them where they can and cannot go."

"We can also help take traffic from London civil centre when necessary. Flexibility is our middle name."

"The reason we cannot do something is because it's not possible; it's too dangerous."

"At night we retain control of the western area only – the rest goes to Yeovilton because of manning constraints."

"We work long hours, and it is very hard work, but we have never had an incident."

"This job should attract the highest-calibre people. It's a good team, and morale is high, because it's a good job, and a very unusual one."

The unusual aspect was heightened last summer when staff broke annual leave to man the desks during the total

eclipse in the West Country.

WOAC Kipper Roberts said: "We were asked by London Civilian to help out."

"On the eastern side during the eclipse we had over 90 aircraft on the frequency."

"The weather wasn't very good, and a lot of them wanted radar assistance to get visual."

"We worked very hard – it was a very very busy day."

"They all wanted to get above the clouds to see the eclipse, and it was when it was finished that the problem arose."

"They wanted to get to all over the place – Bournemouth, Odiham and so on – and they needed to get down below the clouds."

"Trying to pick out one aircraft out of 90 was hard work, but there were no incidents, nothing went wrong at all."

Danger areas can be thrown open for general use at certain times.

"Two civilian routes go through the Portland danger areas," said Kipper.

"If we have got nothing going on on Saturday or Sunday we tell London, they tell Brussels, and they open the routes up for general use."

"If we are firing, we say no – it's closed. It's all about flexible use of airspace."

"We block-book sections of airspace during Thursday Wars, so civil aircraft can go above it or below it, but not on our levels, because the Thursday War aircraft do not squawk, and can come and go as they want."

Lt Cdr Paddy Savage, who has been FOST's Staff Air Traffic Control Officer since late last year, said the posting is the best he has had in the Navy.

"It's very much a close-knit team effort, because it's unique in the UK," he said.

"I don't know of anyone who controls the way we do to the extent that we do in a multi-aircraft environment."

But he is also conscious of the low profile which the unit has, and would like to see that change.

"We still get aircraft passing through saying 'We are ten miles north of your field' – the only field we have got is a window box," he said.

"Others think we are collocated at Plymouth Airport. It comes as a surprise when they find we are in the basement of an office block in the naval base."

● Eagle eye: HMS Chatham and RFA Brambleleaf snapped during Thursday War by an RAF Nimrod at 1,600ft – a manoeuvre made possible because of the control exercised from Plymouth Military.

Picture: RAF Kinloss.

## Jets act as enemy missiles

**D**URING a Thursday War, ships may be attacked by a wide range of aircraft or missiles – all simulated by Hawks and Falcons.

The Falcons of FR Aviation come from Hurn in Bournemouth, and they meet up with FSATO Hawks from Culdrose, which tuck in close beneath the bigger jets.

About 40 miles from the ship the Hawks drop down and skim away like a missile.

A typical attack might start at 0815 when two Hawks streak in to the attack at about 100ft.

They would break off and join the Falcons to act as missiles, then head back home to RNAS Culdrose in Cornwall.

Meanwhile the Falcons, which have flown in from Dorset, would regroup over Truro, be given another target position and run in over Dodman Point, simulating missiles from a shore battery.

All the while, Plymouth Mil is offering various radar services to all aviators.

The RADAR ADVISORY SERVICE, for example, is particularly useful in bad weather, when a pilot seeks avoiding action in conflicting traffic.

If other traffic pops up, Plymouth Mil tell him and give him a heading to follow to avoid the other aircraft.

RADAR CONTROL may be exercised over the airways – pilots cannot manoeuvre without permission.

The unit provides a FLIGHT INFORMATION SERVICE – in good weather, a pilot may not need a radar service, but it can provide information in terms of other aircraft in the area, or the exact position of a ship, or problems at an airfield.

It is also responsible for helicopters using the landing pad in Devonport Naval Base, ensuring a ground crew is on hand and co-ordinating flights in and out.



● Two's company: A Falcon from FR Aviation and a Hawk from FSATO join forces during Thursday War.

Picture: Geoffrey Lee.



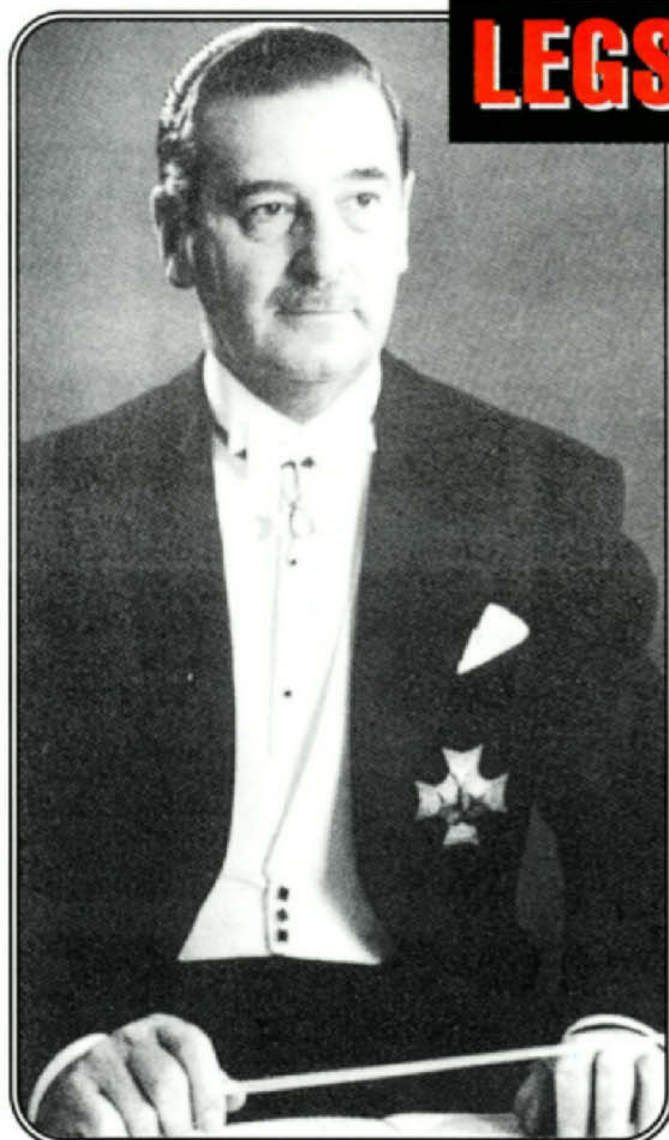




# At Your Leisure



## LEGS OF A FIDDLER ON THE MARCH



WHEN the Queen was informed of the death of Sir Vivian Dunn, she expressed her sympathy to the Commandant General Royal Marines. He had been one of her heroes, she said: "And he had such marvellous legs!"

The remark illustrates the range of appeal of the man many have called the greatest British military musician of the 20th century. Sir Vivian drew on his classical training to make the RM Band Service one of the finest in the world – but he was also a great showman who turned many a young maiden's heart on the rostrum.

Sir Edward Elgar, Sir Adrian Boult and Sir Henry Wood were among his mentors and his friends included Sir Malcolm Sargent and Yehudi Menuhin – and at the end of his career he also received a knighthood (the only military musician so honoured), reverting to the classical role in his retirement and continuing to conduct and teach musicians of all ages worldwide.

From the time he was born within the sound of his father's

bandroom in India in 1908 until conducting his last performance in 1994, he could proudly boast of being involved with military music in all ten decades of the 20th century.

Brought up to a classical education, playing in the Henry Wood Promenade Concerts and being a founder member of the BBC Symphony Orchestra by the time he was 22, he changed course and astounded the military pundits by applying and being accepted for the position of Director of Music of the Portsmouth Divisional Band of the Royal Marines.

The move was not popular with the military musicians of his time, but proved to be one of those inspirational decisions that bore more fruit than any of them could have expected.

Sir Vivian Dunn's remarkable story is told by Derek Oakley in *Fiddler on the March* (Royal Marines Historical Society £19.95) – the title suggested by his accountant as conveying his transition from the first violins of the symphony orchestra to the martial music of the military band.



● Above: the Mediterranean Fleet in Grand Harbour, Malta, in the 1920s, taken from a postcard by the German painter Geo. Furst. Left: Strait Street, 'The Gut', in the same period.

## Memory Lane, Malta and Pompey pictorial

TWO ALBUMS of photographs of two of the places most closely associated with the Navy will evoke memories for many matelots of a certain age.

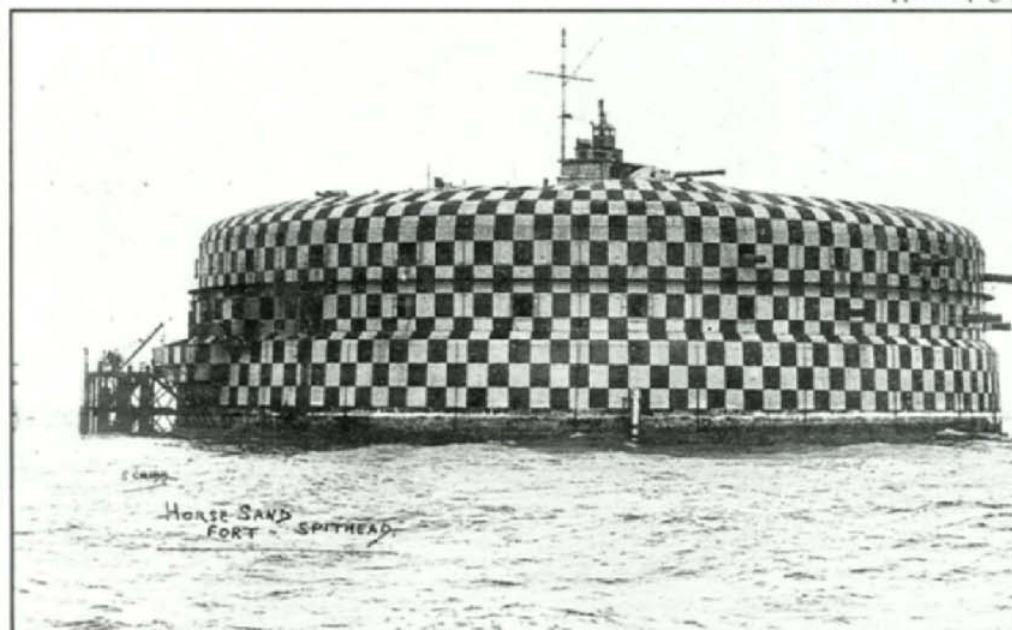
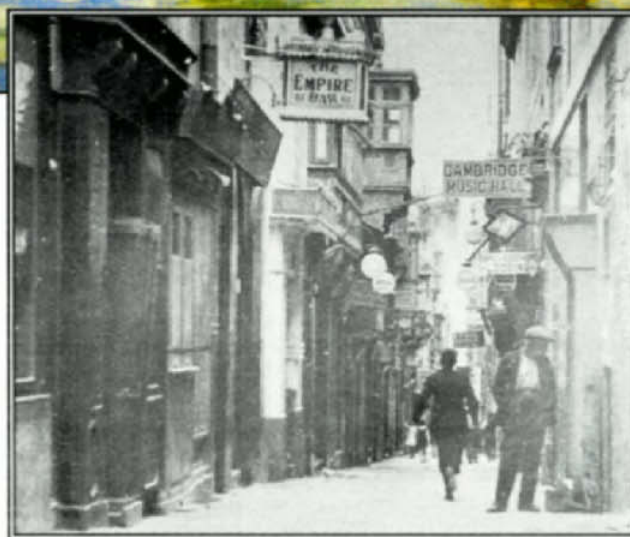
**A Century of the Royal Navy at Malta** (available through Maritime Books at £24.95, see advertisement on opposite page),

by Joseph Bonnici and Michael Cassar, is packed with photographs of visiting warships and local scenes, celebrating the way the Navy integrated with the island "with bonhomie and comradeship, the universal language of maritime peoples."

Meanwhile **Portsmouth First** (Halsgrove £7.95) is Anthony Triggs' latest stroll down memory lane in the traditional home of the Senior Service.

'Horse Sand Fort in unusual livery' (left) is taken from this collection. The fort – shown in "dazzle" camouflage during World War I – is one of four free-standing forts built in the Solent to foil an anticipated French invasion during the mid-19th century, part of the massive system of defences that became known as 'Palmerston's Folly' when the French threat declined.

The picture was taken by the celebrated press photographer Stephen Cribb (1876-1963) who made a speciality of Naval subjects and won international fame. Edward VII always insisted he was on hand whenever he came to Portsmouth.



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## At Your Leisure



## CAMBRIDGE STUDIES RECALLED

HMS CAMBRIDGE, the Gunnery School at Wembury, Devon, started life as HMS Windsor Castle (ex-Victoria). She was 14 years on the stocks at Pembroke Dockyard, during which time she was converted as a screw ship.

Commissioned as the Gunnery Training Ship, she was initially moored in Plymouth Sound and later moved to the Hamoaze, where she continued her role until 1907 when training moved ashore to HM Gunnery School, Devonport.

The range at Wembury was opened in 1940, originally for Army use. The Navy became the main user after the war and the Devonport school transferred there and re-opened as HMS Cambridge.

Live firing training there ceased last year and the future of the establishment remains uncertain. Meanwhile, Devonport Naval Base historian Andy Endacott has celebrated its history in the album *Wooden Walls to Stone Frigates*, available in local bookshops at £8.99 or from the author at 10 Cedar Court, Saltash, PL12 6DQ (add 95p pp).

All profits go to the Plymouth Naval Base Museum Trust and the Dame Hannah Rogers School, Ivybridge.

● S/Lt The Prince of Wales studies the radar screen on the Gun Direction System Mk 5 while on course at HMS Cambridge in 1972.

# Kipling – 'The Voice of the Silent Service'

BEST-KNOWN for his tales of Army life, Rudyard Kipling was also fond of the sea – and of the Royal Navy, so that he was also known as 'The Voice of the Silent Service'.

He met Capt Edward Bayly (see *Boxer Rebellion* supplement) at Simonstown, South Africa in 1901 – and some time later Bayly made him the honoured guest of the Channel Squadron "playing at being a sailor all across the salt seas". He was soon given another unofficial title: "The Poet of the Engine-room."

He joined a new destroyer on her test run – full speed at 30 knots for three solid hours "on and on and on till we all turned white with fatigue". In this "devil's darning needle" he felt his false teeth shaking in his head and it was two days before his legs stopped shaking, too.

These and other Naval anecdotes are included in *The Long Trail – Kipling Around the World* (Tideway House £16.95) by Meryl Macdonald.

Something that disturbed the prescient Kipling was the inadequate staffing of ships' engine rooms:

"The day is coming when the engine room will govern a ship – and in those days newspapers will know a very great deal about technical terms. They will learn them as the beaver learned to climb – because he had to."

Kipling later wrote a series of tales of the Senior Service featuring Petty Officer Emanuel Pycroft – "The Bonds of Discipline", "Their Lawful Occasions" etc. When asked what he drinks, he replies: "Only water. Warm water, with a little whisky an' sugar an' per'aps a lemon."

Kipling's ear was quick to pick up the distinctive Naval humour: Of his friend Hinchcliffe, a first-class engine-room artificer, Pycroft confides: "If you hand 'im a drum of oil an' leave 'im alone, he can coax a stolen bicycle to do typewritin'."

During World War I – in which his only son John was killed at Loos – Kipling took on the role of war correspondent.

He was inspired to write a rousing set of verses in honour of

the minesweepers he visited at Dover and Harwich:

*Noon off the Foreland – the first ebb making*

*Lumpy and strong in the bight.*

*Boom after boom, and the golf hut shaking*

*And the jackdaws wild with fright!*

*'Mines located in the fairway,*

*Boats now working up the chain,*

*Sweepers – Unity, Claribel,*

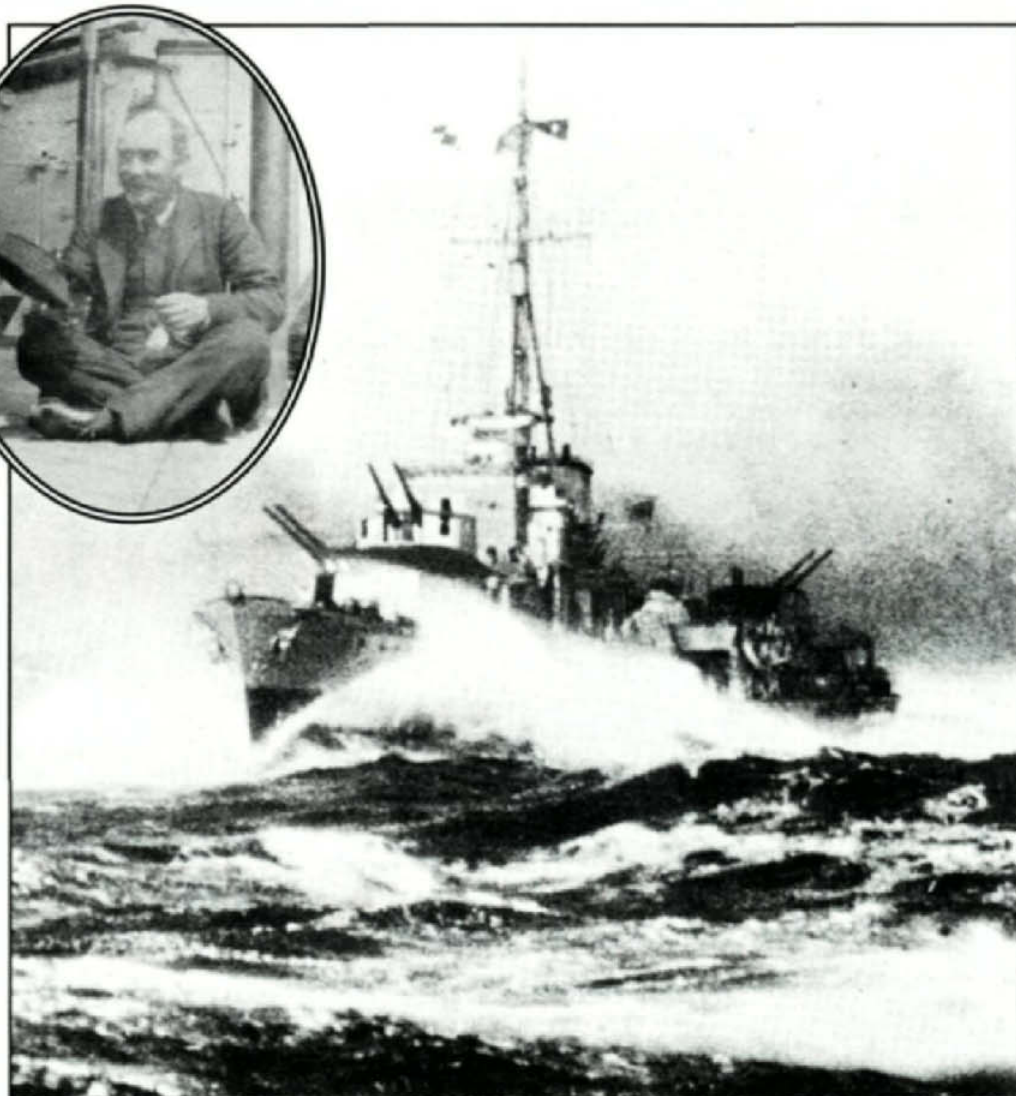
*Assyrian, Stormcock and Golden Gain.'*

Kipling died in 1936. At the beginning of World War II a new and powerful destroyer was named after him. In 1941 HMS

Kipling took part in rescue operations off Crete in which her sisters HMS Kashmir and HMS Kelly, commanded by Lord Mountbatten, were dive-bombed and sunk.

HMS Kipling steamed to the rescue, dodging Stuka bombs as she wove in and out of the wreckage picking up survivors. Later that year she sank a U-boat while on convoy rescue duties, took part in the Battle of Sirte but then was herself sunk by the Luftwaffe.

The Voice of the Silent Service would have been proud of his namesake's record.



● HMS Kipling breaks through a smoke screen in the 1st Division torpedo attack on the Italian battleship Littorio – an illustration from Capt S. W. C. Pack's 1975 book *The Battle of Sirte*. Inset: Rudyard Kipling on board HMS Nile on manoeuvres in 1901.

## ScreenScene

– by Bob Baker

# Tales of gloom to cheer you up

IT'S EASY to see what director Alan Parker's intention was in making *Angela's Ashes*. As the narrator begins his reminiscence of childhood in 1930s Limerick, we see rain lashing cold, slate-grey streets from which all brightness has been excluded.

On an average day, Dad is out drinking his dole money, Mam is pleading her case before a sternly unsympathetic Assistance Board and the bobby is coughing ominously in his broken-down crib.

Clearly this is meant to be the ultimate in "I had it rough, son" movies, and, as Oscar Wilde said of a similar production of his own day, "It would take a heart of stone not to burst out laughing".

Fortunately Parker has anticipated this reaction by bringing as much intentional humour into the picture as the framework will bear.

But mainly – to adopt the director's own lay-it-on-thick manner – this is a symphony in suffering, a dirge in deprivation, a concerto in woe.

There's a school of thought that maintains there's nothing more likely to cheer you up than contemplating other people's troubles. *Angela's Ashes* is probably the ultimate test of that principle.

There's gloom of a different order down in *Sleepy Hollow*... where the sails of broken windmills creak mournfully on hilltops, where scarecrows point accusingly from stubby cornfields, where

deep, dark woods beckon and it seems like it's always late November.

Into this desolate setting (it's New England in the 1790s) rides Constable Ichabod Crane, progressive crime detector charged with discovering who's going around lopping off the heads of the local worthies.

Since this is a Tim Burton movie (Batman, Edward Scissorhands etc) we may be sure that the supernatural is involved, and that Ichabod's pre-Sherlockian forensics are going to be of little use on this case.

The film's first half is marvellously atmospheric, full of imagination and sly comedy, though in its later stages frenzied action takes over, with our hero chasing or being chased by various computer-generated perils.

Johnny Depp makes a likeable young Ichabod and there's a sterling supporting cast, including Christophers Walken and Lee, Miranda Richardson as twins, plus Christina Ricci, whose Christmas pudding of a head has on this occasion a blonde topping... but they don't mention heads much in *Sleepy Hollow*.

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# The GANG PLANK Club

## CHAT PAD

THANKS FOR all your letters, we really love opening the ship's mail bag.

Heather Bell wrote a lovely letter about her visit to Legoland. She won tickets from Captain Plank to go at Christmas and her favourite attraction was the Log Ride!

Hi to Andrew Somers who joined the club at the London Boat Show. Could your Dad take us all for a ride in his Valiant RIBS?

Glad you had a good Millennium Shaun Nobes. Ashleigh Whiteway - you look great in your Grandad's t-shirt. You'll have to get your Grandad to tell us all about HMS Ganges.

The Crew are all dead chuffed that your sunflowers did so well - what whoppers Donna and James Chippendale grew!!

Watch out for more sunflower seeds this year and keep those letters coming. We need to hear all about you!

**H**o there me Gang Plank members - it's a long voyage we be making this month. We be off to that there place called Canada. I hear tell about a strange place where treasure is buried deep down in the land and no-one can find it and I be off to find out more.

I still need ye to tell me about places in the world that ye think me ship should visit. Me navigator old Herbert Higgins is fair great at plotting a course! Be seeing you soon me hearties!



## Susie's star secrets

SUSIE LOVES hearing all about celebrities when she is away on the ship's voyages.

In fact she has friends in VERY important places and they send her all the gossip. Susie wants to share her news with you so look here for all the best celebrity chat!

### Back from the Desert!

Mega band Oasis are back on the music scene. They have released their first new material for two years. Watch out for the single "Go let it out"

### Seventies band say "No thanks" to a billion dollars!!

Swedish band ABBA have apparently turned down 1 Billion dollars. It was offered to them by a company who wanted the band to get together again and go on a world tour. The band broke up in 1984 and don't want to get together again - not even for loads of money!!

### Britney loses rag over doll!

Rumours have it that Britney Spears has ordered the makers of her very own "Britney" doll to change it. She says it makes her look too ugly!



## March birthdays



GANG PLANK members with birthdays this month are:

Benjamin Youngs, Heather Bell, Joseph Campbell, Scott Clewes, Imogen Napper, Adam Langley, Robert Plater, Thomas Martin, Emma Whiteley, Kelly Barber, Keith Stevens, Mark Bull, Sophie Cooper, Reece Bailey, Jennifer Stray, Jo-Anne Burford, Kirsty Kridge, James Chippendale, Grant Miller, Carmel Squibb, Myles Farrier, Matthew East, Jordan Burnham, Lee Buckley, Daniel Evans, Louise Williams, Iain Blair, Keith Oxborough, Kieran Barber, Paul Glaister, David Burdett, Joel Milton, Alexander Hatton, Will Cooper, William Marshall, Jessica Hughes, Karl Edwards, Lauren Mundy, Samantha Woodall, Henry Woolmer, Warren Chasney, Tanya Millar, Nathan Hanby, Donna Lynch, William Edward, Isobel MacCauley, Rob Smith, Hannah Mayhew, Jessica Morris, Martin Kerrigan, Mark Crook, Lewis Barrett, Sean Woodcraft, Daniel Bacon, Linzi Armitage, Sophie Jackson, Reece Leonard, William Duell, Stephen Haselden, Natalie Tatum, Jonathan Boriss, Thomas Dunn, Andrew Wells, Stephanie Potter, Michael Jeffries, Jamie Honeywood, Adam Barclay, Matthew Blackwell, Joe Jowle, Robert Paterson, Ashton Baylis, Christopher Evans, Luke Boyce, Scott Oakley, Mathew Wright, Chelsea Rogers, Christopher Goodrich, Fiona Henderson, Lesley Brodie, Nikki Chatter, Joseph Holloway, Liam Peters, James Ware, Mark Jackson, William Gent, James Ford, Guy West, Stuart Brown, Sean Elvidge, Christian Phillips, Lauren Hudson, Lauren Hoare, Kelly Drew, Rhys Scourfield, Marie Jones, Denis Jenkinson, Luke Hammett, Jade Cope, Claire Sullivan, Martin Calder, Beatrice Gledhill, Grant Smith, Danielle McQueen, Claire Hurn, Mark O'Neill, Jamie Elton, Leo Licheri-Hood, William Jones, Stephanie Brown, Alisha Kilic, Aiden Carter, Stephanie Shorter, Harriet Wilkins, Joshua Taylor, Alexander Wordling, Adam Burt, Charlotte Stevens, Matthew Wathen, Thomas Ladyman, Michael Brown, Marlie Denny, Codie Burchell, Craig Luke, Alex Jowle, Cherie Weir and Lisa Padmore.

## Look out the web's about

HAVE YOU looked at our great Web site? You haven't!! Well get logged on to [www.navynews.co.uk/gang-plank/](http://www.navynews.co.uk/gang-plank/) and click on the GANG PLANK CLUB.

There's lots to see and read, and some great competitions, with MORE for you to WIN!

Don't forget to include your name and address if you e-mail us so we can send you news and info on our Club.



## FIVE FAMILY PASSES TO BE WON!

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B	B	U	K	O	E	F	O	A	M	O
C	G	W	F	P	O	D	M	U	N	F
N	U	R	S	E	H	O	U	N	D	H
S	R	A	T	A	N	G	L	H	I	S
U	N	S	I	L	E	F	L	S	B	I
P	A	S	N	H	A	I	E	I	A	F
O	R	E	G	S	O	S	T	F	R	W
T	D	U	R	I	C	H	E	T	C	A
C	B	L	A	O	E	N	C	A	O	R
O	D	C	Y	E	D	O	R	C	E	C

HIDDEN IN OUR SEA SQUARE ARE 14 SEA CREATURES, SEE IF YOU CAN FIND THEM!

- |               |                |
|---------------|----------------|
| 1) Nursehound | 2) Tub gurnard |
| 3) Conger eel | 4) Stingray    |
| 5) Crawfish   | 6) Octopus     |
| 7) Dogfish    | 8) Turbot      |
| 9) Catfish    | 10) Mullet     |
| 11) Wrasse    | 12) Tope       |
| 13) Crab      | 14) Bib        |

For more information on the above attractions please telephone 01202 440022

When you have completed your Sea Square send your completed entry to:  
"The GangPlank Club" HMS Nelson, Queen Street, Portsmouth, Hants PO1 3HH

Name: ..... Age: ..... DOB: ..... Address: .....

Postcode: .....

Closing date for entries - 31st March 2000

The judges decision is final. Employees and relatives of Navy News are ineligible to enter. Sorry we cannot return your entry



## Mothers Day is coming soon!

DON'T FORGET that Mother's Day is quickly creeping up on us - it's on April 2.

If you want to WIN the perfect gift for Mum all you have to do is write to Susie and tell her all about your Mum or the person who cares for you.

We need your letters by March 20, and don't forget to include you name, address and membership number.

Why not make your Mum a card this year? All of the crew think they're much nicer than the ones you can buy.

You could colour it in her favourite colours or even decorate it with her favourite sweets!





**SIXTY years ago – the Fleet Air Arm's finest hour. A bold night attack on the Italian Fleet that launched a new era of air power at sea**

# THE BATTLE OF TARANTO

1940. While facing the threat of invasion across the Channel, Winston Churchill, now Prime Minister, knows he must retain control of the Mediterranean



But in June, on the eve of the Battle of Britain, Italy's fascist dictator Mussolini joins forces with Hitler and declares war.

British convoys in the Mediterranean now face attack by the powerful Italian Fleet.



Meanwhile the Royal Navy's Mediterranean Fleet moves its base from Malta to Alexandria in Egypt. It is vital to protect the Suez Canal.



Admiral Sir Andrew Cunningham knows he needs torpedo carrying aircraft to counter the fast Italian battleships. He asks for the new armoured carrier HMS Illustrious.



Cunningham must seek out and destroy the Italian Fleet, but Admiral Cavagnari keeps his ships safe in harbour at Taranto

TO BE CONTINUED...

## THROUGH THE PORTHOLE

### What's it like to be a Naval Nurse?



● PO Naval Nurse Sarah Semark-Jullien

**C**APTAIN PLANK gets lots of letters asking him about jobs in the Navy. This month he sent Susie to find out what it's like being a Naval Nurse.

Susie spoke to Petty Officer Naval Nurse Sarah Semark-Jullien who serves in the QARNNS - the Queen Alexandra's Royal Naval Nursing Service.

Sarah joined the Royal Navy in 1992 and since then she has become a fully trained Registered Nurse and has worked in Gibraltar, Plymouth and Gosport.

She has enjoyed some interesting times in Wales, Denmark and Taunton where she worked with a Royal Marines surgical team, learning to run a field dressing station.

This is very important practice in case Sarah is called to work in a war zone. She had to learn how to put up the hospital tents, make the ration meals and how to survive in harsh conditions.

It's not all work - Sarah has also enjoyed rock climbing, abseiling, climbing and navigational walking on trips to the Isle of Wight and Wales.

Sarah thinks that, as well as learning valuable skills, one of the best things about being in the Navy is the variety of the work and the strong sense of friendship.

### JOB FACTS

SUSIE found out these facts about being a nurse in the Navy:

1. You need at least five GCSE's to train as a nurse in the Navy - and they have to include English Language, and either Maths or a science.
2. If you are accepted you do eight weeks basic training and then you are drafted to a training division, currently Fort Blockhouse, Gosport on the South Coast.
3. You train with the Navy, the Army and the Royal Air Force.
4. The training takes three years and then you have a Diploma in Higher Education Nursing Studies.
5. You don't usually go to sea, you will serve in sick bays, hospitals and military units. However nurses do have a war role and can serve on board a Primary Casualty Receiving Ship or in a Field Dressing Unit.
6. The pay for being a nurse in the Navy is pretty good and while you are training you receive a salary rather than a student grant.

Susie says "If you would like some more information on becoming a Navy Nurse then write to me and I will send you some more details."

"But don't forget to give me your full name and address!"

**WIN A FAMILY TICKET TO RM CHATHAM NAVY DAYS 27th - 29th MAY 2000**

Write and tell us why you feel you should win a ticket and you could win a

**FAMILY TICKET TO THE NAVY DAYS**

Send your entry to: 'The GangPlank Club' Navy News, HMS Nelson, Queen Street, Portsmouth PO1 3HH Don't forget to include your name, age and address!

Closing date for entries: 18th April 2000

The judges decision is final. Employees and relatives of Navy News are ineligible



Please enroll me as a member of The Gang Plank Club. I enclose a PO/cheque (payable to Navy News) for £3.25

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Address .....

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.....Postcode .....

D.O.B. .... Tel No .....

Joined by: Parent ☐ Grandparent ☐ Other ☐

Do you have any: Brothers ☐ Sisters ☐ Ages ☐

Special interests: Sport ☐ Music ☐ Film/TV ☐

Friends ☐ Reading ☐

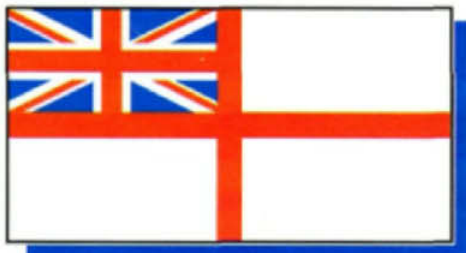
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Navy News, HMS Nelson,  
Portsmouth PO1 3HH

If you would like any further information before applying, call 01705 733558 or 01705 826040 (24 hr Answerphone)

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## Drafty: Career Management



# Changes herald new openness

**A** HOST of career initiatives have been introduced recently to allow Drafty to make major improvements in career management and to operate with a new level of openness.

These include the Ratings and Other Ranks Reporting System (RORRS), Promotion Prospect Assessments, Selective Promotion and the reduction in Premature Voluntary Release (notice) from 18 months to a year.

The last mentioned introduced three associated changes – a commensurate reduction in Minimum Time to Serve (MTS), a change to the start of MTS and thirdly a change to the timing of committal bonus payments.

In addition, the Continuity Drafting Trial in Devonport, benchmarking and the general alignment of officer and rating regulations have further enhanced the services available from Drafty.

Cumulatively they constitute a great deal of change over a fairly short period. Whilst the individual initiatives have all been fully explained in previous Drafty's Corner articles, collectively they will provide an improved service for career management and drafting.

They have effectively been introduced to enable you to influence your career and to take advantage of all forms of career advice.

What, you might ask, does all this mean and how does it affect me? The answer is that two significant and fundamental processes are affected, namely communication and openness.

As you would expect, CND is at the hub of these changes and this article is aimed at providing an oversight into the corresponding change in your contact with Drafty.

There are several ways in which communications have improved: drafting roadshows, the career helpline, CO calling on CND,

branch advisors for RMs, the Navy Net and Intranet and last, but by no means least, Local Drafting Liaison Offices.

All of these are intended to focus effort in providing whole career advice and supplementing the divisional system.

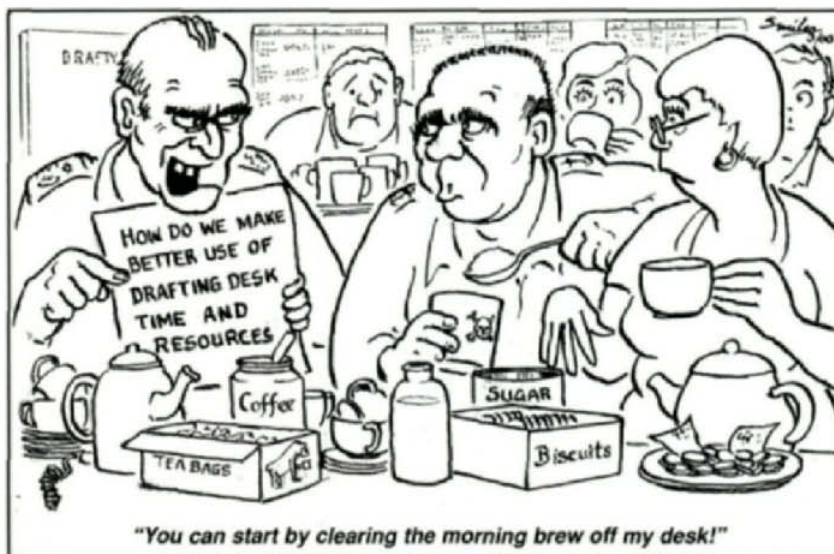
Although many personnel will be familiar with some of these channels, the newer or less well-known ones are briefly described here. For instance, Commanding Officers and Heads of Departments are actively encouraged to call on CND early in their appointment.

In conjunction with Drafting Roadshows and the Drafting Liaison Office in Devonport Naval Base, this has significantly increased Drafty's ability to get information to all personnel.

The success of the Sixth Frigate Squadron Continuity Drafting Trial in Devonport, and in particular its Career Management aspects, are being reviewed with the intention of expanding the facility into other base ports.

This work is being carried forward now for implementation in late summer and is the cornerstone of providing career management to you, the individual, direct from Drafty.

Navy Net and, indeed, the Intranet provide another new method of broadcasting relevant information about drafting, career and other related issues. In particular, the Navy Star system will be used to promulgate career information and afford more



informed career planning through web sites specifically tailored to your branch needs.

**In CND we are continually seeking ways of improving use of drafting desk time and resources. The format of Draft Orders is also being reviewed in order to link promotion orders (following selective promotion) with drafts to career courses.**

This will be the subject of a DCI in due course and we are examining the scope for possible future use of RORRS Forms to enhance the information available to drafters and therefore their ability to put the correct people in the right jobs first time and to better meet individual career aspirations.

Within Centurion Building, a project is underway to ascertain the correct level and skill set of additional staff who will ensure these enhancements work.

It is intended that a central point of contact will exist for all cross branch issues, such

as transfer, withdrawal of notice or early release. This will allow drafting desks to concentrate their efforts on their main output, that of drafting the 33,000 strong rating corps to the correct billets.

As you can see there is a lot of change about to come to fruition and CND is determined to ensure that the overall level of service which is provided to Ratings and RM Other Ranks remains of the highest quality.

In addition, it is expected that advice to the chain of command and divisional system can be significantly enhanced by the application of these new initiatives.

Having briefly summarised the newest initiatives and the way forward, the key message is that these changes are good, are designed to improve the level and quality of service from Commodore Naval Drafting and that the new 'open face' of Drafty includes career management and, most importantly, two-way communication.

## Situations vacant

Four Leading Hands for Quarter Master duties at HMS Raleigh. Shore billets, Plymouth, required ASAP for 18 months.

Two POs for security duties at HMS Dryad. Shore billets, Portsmouth area, required August for 18 months.

Two POs for security duties at HMS Sultan. Shore billets, Gosport, required ASAP for 18 months.

LAEM(M) for an exchange with Army. Lynx/Gazelle repair at Wattisham, required Sept/Oct for two years.

Two LAEM(M)s, Course Examiner and Course Instructor at HMS Sultan. Shore billets, Gosport. Instructor required September, Examiner from October, both for two years.

LAEM(M)/(R) for DNAS MASU. Shore billet at Gosport, leaflet writer, required ASAP for two years.

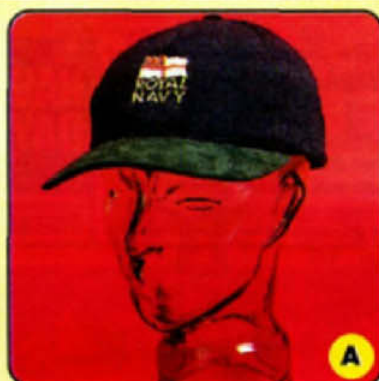
NA(AH) for DNR. A shore billet in London. Ethnic minorities recruiting. Required Oct for 18 months.

CPOAEM for Harrier IPT. Shore billet at RAF Wyton, harrier repair. Required April 2001 for 24 to 30 months.

Two MEM1s for HM ships Portland and Scott. Sea billets at Plymouth, MEMOC, required Aug and Oct for 30 months.

LMEM(M) for NEFI, Falklands sea billet, four months from Sept.

LMEM(M) for HMS Glasgow. Portsmouth-based sea billet, from Aug for 30 months.



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# Warships lined up for Chatham show

**C**HATHAM NAVY Days will be boosted by the presence of three Royal Navy vessels over the late May Bank Holiday, organisers have announced.

Type 22 frigate HMS Cumberland, Island Class Patrol Vessel HMS Shetland and the P2000 Patrol Vessel HMS Blazer will help to pull in the crowds at Chatham's World Naval Base, which welcomed over 120,000 visitors at last year's event.

More than 100 static exhibitors have booked display sites from May 27 to 29 and the first international warship, the Netherlands Navy Alkmaar-class minihunter HNLMS Dordrecht, has just confirmed its attendance at the show.

Navy Days Director Bill Fowler said: "Last year's Chatham Navy Days was one of the most successful ever with over 120,000 people attending the event."

"This year we are working hard to create something even more spectacular with 'bigger, better, more' being the maxim for Chatham Navy Days 2000."

Included among the attractions on land will be the RNLI's latest high-tee exhibition, diving displays, a bomb disposal display and a team from HM Customs and Excise with their sniffer dogs.

Flight simulators and fun fairs are also booked to provide thrilling rides and 'living history' groups have promised to take visitors back in time by re-enacting military scenes from the past.

Every evening, separately ticketed musical events will be held in the main arena. On Saturday there will be pomp and circumstance with a KM Navy Days Prom featuring the English National Orchestra, who will capture the nautical and patriotic theme of the weekend.

And a military tattoo is being held on Sunday and Monday evenings which will bring together the best of Britain's military bands in a spectacular and colourful pageant.

Breath-taking air displays and parachute jumps are planned throughout the three-day event and it is hoped that an impressive collection of military helicopters will be on show.

The main arena will feature a continuous sequence of displays and performances including exciting displays by the White Helmets motorcycle display team, gruelling gun-runs, marching bands and thunderous demonstrations of fire power that the organisers say are definitely not for the faint-hearted!

A special hospitality area will be set aside to cater for the large number of Royal Naval Association Branches who have already made arrangements to attend and many other Naval groups will have their own stands at Chatham Navy Days.

● **Win a family ticket to Chatham Navy Days! Turn to our competition on page 34.**

● **STAR ATTRACTIONS:** Type 22 frigate HMS Cumberland (right) will be the biggest Royal Navy warship at Chatham Navy Days and she will be in company with HMS Shetland and HMS Blazer.



## Ticket information

### INDIVIDUAL TICKETS

#### Advance

(If bought before Friday May 12, 2000)

- Adult £5
- Child £2
- Family (two adults and four children) £12

#### On the day

- Adult £6
- Child £3
- Family (two adults and four children) £15

#### Evening Tattoo

(Sunday May 28 and Monday May 29)

- £3 per seat. Advanced booking strongly recommended)
- GROUP RATES AND OTHER BENEFITS
- All groups of 12 or

more, pre-booked by May 12, 2000, will enjoy the following.

#### Special Rates

- Adults £4
- Children £1.60 (aged five to 15)

#### OTHER RATES AND BENEFITS

- Free evening for coach drivers and organisers
- Evening Tattoo (Sunday May 28 and Monday May 29) £3 per seat. Advanced booking is essential for groups.
- Easy access coach drop off, within the Chatham Navy Days site via a new link road from direct from the A2 / M2.

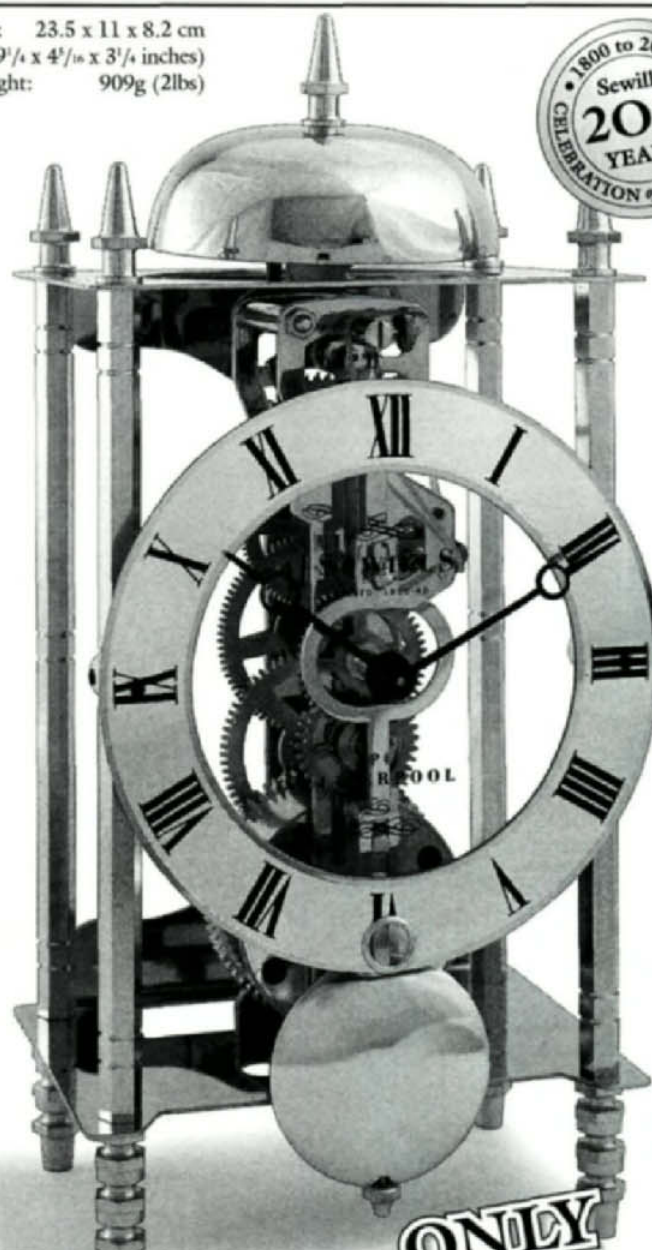
## Band recruits pass out

WHEN new recruits to the Royal Marines Band passed out after initial training at the RM School of Music the Corp's Commandant General was the guest of honour.

Major General Robert Fulton (below) is pictured with one of the Band's new female buglers after the ceremony, held in the gym at HMS Nelson.



Size: 23.5 x 11 x 8.2 cm  
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## Moneywise



# Big boost in Service accident insurance

**THE ARMED Forces have negotiated a new deal which greatly improves personal accident and life insurance cover for Service people.**

The new contract to provide insurance with premiums deducted from pay was taking effect on March 1.

Main changes from the previous PAX policy – which was due to end on June 30 – are doubling of benefit for permanent disability, the introduction of £100,000 benefit for quadriplegia (paralysis of all limbs), and reduction in the cost of a unit for family cover from £3.10 to £2.55 per month.

The Ministry of Defence's first PAX scheme negotiated for Service people was with Bain Clarkson in 1989, and was later amended to allow life cover to be added for an additional premium.

Individuals purchased units at a cost of £1.65 per month or £2.65 if life cover was included. In return, a pay-out would be made of £10,000 per unit – up to a maximum of 15 – in the event of death or serious injury. Later the policy was amended so that those employed in hazardous operations, such as flying and diving, did not have to pay extra.

Bain Clarkson has since been taken over by the American group AON, which retained the contract – in its new form – after MOD put out the policy to competitive tender.

A big advantage of PAX is that, apart from war between the major powers, there is no war exclusion clause. For instance, those members of the scheme who took part in the Gulf War were fully covered – but the insurers reserve the right to create an exclusion area when there is a likelihood of hostilities, so new policyholders were excluded from cover in

the Gulf area when it became clear that hostilities were likely.

The new policy will also provide personal injury legal expenses to help pursue injury compensation claims from a third party. Personal legal liability is also included.

The new contract provides a 'one-stop shop' personal insurance facility covering a range of things such as kit,

home contents, buildings, let property, legal expenses, travel and adventure training.

PAX application forms and more details are available from unit personnel offices. The freephone PAX helpline is on 0800 212480. AON's other products are available through the United Services Mutual Insurance Agency (018883 837122).

## Aggie's helping those in debt

**PERSONAL debt is a growing issue in society, and Naval families and personnel are just as likely to face this problem as anyone.**

This is recognised by Royal Sailors Rests – 'Aggie Weston's' – which have joined forces with Credit Action to add their combined help to Naval personnel and their families who find themselves in financial difficulties.

The service is based on a comprehensive self-help booklet and is supported by a Helpline run by the specialists at Credit Action.

The booklet offers a practical manual with step-by-step advice on such issues as how to prioritise debts, how to prepare a financial statement, how to negotiate with creditors – plus a large number of ready-made letters for copying when writing to creditors and, most importantly, a long list of contacts where help



can be obtained.

Keith Tondeur, Director of Credit Action, said: "Money problems affect all sectors of society, and with Naval personnel often being away from their families for months at a time, communication about such sensitive issues must be even more difficult."

The booklet will be distributed through Royal Sailors Rests to Naval charities and other interested parties. Credit Action are on 01223 324034 and [www.rsr.org.uk](http://www.rsr.org.uk), and can be reached through local RSR Centres.

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## DON'T HIDE FROM YOUR DEBTS

### Is this you?

**DEBT PROBLEMS**

Client A is in the Forces. His financial difficulties arose because of a series of unfortunate events over a period of a few years. Together with his partner he took out a mortgage to purchase a property and also various loans to pay for the deposit and furnish their new home. Unfortunately, the relationship was not long-lived and he was left with all the liabilities but only one income to service them. In order to survive he lived on credit cards and consolidated her borrowings with further loans. Eventually the situation became impossible and he turned to FCL for help.

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# Subaru unleashes a wolf in sheep's clothing

**S**PORTS UTILITY is the name of one of the new niches of "lifestyle" vehicles, but the fact is for most of the wagons the sporty tag refers more to the user than the wagon's performance.

But I have tracked down a real wolf in sheep's clothing in the new Subaru Forester S-Turbo AWD.

The model tested was plain white, like a million vans, and there wasn't a spoiler or flared wheelarch in sight.

It was distinguished from the ordinary Forester by alloy wheels, mesh grille, recessed front fog lamps and the one power clue, a chunky air intake on the bonnet.

Oh, and one other detail - breathtaking performance.

For under that bonnet is a four-cam turbocharged and intercooled engine derived from the Impreza Turbo which is a world rally star.

Producing about 170bhp - half as much again as most rivals - it can power this car from standstill to 60mph in less than eight seconds and on to a top speed of 123mph with manual transmission, and return nearly 35mpg on an out-of-town run.

For stopping power to match, the brakes have 15-inch front discs, 14-inch at the rear, all ventilated, and four-channel anti-lock system.

## **CAR FACTS**

**Model:** Subaru Forester S-Turbo AWD auto

**Price on road:** £22,750

**Engine:** Turbocharged and intercooled quad-cam 16-valve 2-litre producing 168bhp.

**Transmission:** Permanent all-wheel-drive with four-speed electronically-controlled gearbox and active torque-split front/rear distribution.

**Performance:** 0-60mph - 8.9 secs; top speed - 117mph

**Economy:** 26.9mpg (combined cycle).

**Warranty:** three-year/60,000 miles with comprehensive recovery back-up.

Yet it also has outstanding agility on and off-road for an all-terrain estate, thanks to the floorpan, suspension and all-wheel-drive hardware also being shared with the icon Impreza.

A retired Navy captain neighbour of mine living out in the South Downs has found the ordinary Forester, with normally aspirated 2-litre engine and full-time all-wheel-drive an ideal mode of transport for family and dogs.

Yes, it is a 4x4 with good ground clearance and superb traction for tracks and floods, but it has the proportions, ease of access, and road behaviour of a family estate.

In the back is 15cu ft of useful space for dogs or a wheelchair, with retracting cover with the reclining rear seats up, or fold them flat and you get 53cu ft of space to the roofline.

Nothing ostentatious, this car just does the business without the thirst of bulkier 4x4 wagons, and the pricing is modest, starting at under £17,000 with a high specification, leading to a four-month waiting list.

To be honest, the solid Forester is not the kind of car other drivers pull over for when it looms in the mirror, even if it has the muscular air intake on the bonnet.

The Turbo model priced from £21,750 is extremely pleasant to drive - you know the power is on tap but it doesn't strain at the leash and is impeccable in traffic.

This driveability is enhanced if you have automatic transmission like the road test version, adding £1,000 to the price.

The automatic has slightly more modest but still startling performance than the manual, with 0-60mph in 8.9 seconds and 117mph top speed - plenty enough to cost your licence if abused.

Economy is marginally lower, with 33.2 instead of 34.4 on the extra-urban cycle, 26.9 instead of 28.5mpg overall.



## **Road Test By Glynn Williams**

But compared with most other cars with permanent all-wheel-drive it is far more frugal.

Standard equipment is high, with air conditioning, frontal and side airbags in the front and heated front seats, electric windows and mirrors, and a huge sliding glass sunroof.

Again the test car had an upgrade option - slate grey leather upholstery for the supportive seats.

This is the kind of car that shows why Subaru enjoys great customer loyalty, and why the brand tops the JD Power/Top Gear Customer Satisfaction Study.

## **Mini debut**

THE ALL-NEW Mini will make its full world debut at the Birmingham International Motor Show in October.

Rover Cars chose Birmingham for the full international debut as the city is both the birthplace and production home of the brand.

Production of the car will start at the new state-of-the-art Mini plant in Birmingham at the end of the year with sales starting early in 2001.

The new Birmingham plant, part of a £700 million investment, will use the latest BMW Group production technology and to meet their exacting quality levels.

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## Motoring with Glynn Williams



# Drivers gear up for Grand Prix season

**T**HE LIGHTS are on and it's Go, go, go for global warfare - and a fresh British civil war to boot - when the new Grand Prix season opens in Melbourne on March 12.

But will it be another Finnish finish as McLaren's Mika Hakkinen bids for his third successive world title?

Old sagas of clashes between the English, Irish and Scots take on a whole new meaning this season.

Just a dozen teams, two dozen drivers, but literally thousands of backroom boys and girls, are putting their all into the new season, with most of the teams based in the UK and squads of up to 600 dedicated to getting their two drivers to the flag first.

Ferrari's Michael Schumacher, sidelined by injury after an horrendous crash soon after the start of last year's British Grand Prix, will definitely be going for the ultimate laurels again.

Meanwhile his Irish former team mate Eddie Irvine will be leading the British civil war challenge, heading up the new Jaguar outfit run by Jackie Stewart and hungry for more wins after standing in as the Ferrari leader in Schuey's enforced absence.

Irvine joins Englishman Johnny Herbert in the re-named Stewart



**JENSON BUTTON** will drive for the BMW Williams F1 team alongside Ralf Schumacher in the FIA 2000 Formula 1 World Championship.

Button (left) has just turned 20 and will be the youngest Briton ever to contest a Grand Prix, and the fifth youngest of all time.

He won the drive after a week of testing alongside BMW Williams F1 test driver Bruno Junqueira. The pair went head-to-head in a shoot out for the drive at Barcelona and Button was marginally quicker.

team, but friction is already evident.

At the head of the pack, Scot David Coulthard is determined that this will be his year after some brilliant showings in '99 for McLaren.

But out to spoil his fun is another Irishman, the flamboyant Eddie Jordan, head of the team which finished third to Ferrari and McLaren last year, with Damon Hill replaced by Jarno Trulli alongside Heinz-Harald Frentzen.

Rules have changed little but behind the scenes there have been big changes in the teams.

Tobacco sponsorship is sliding into the back seat, although Lucky

Strike still fronts up British American Racing's livery.

The key moves this season are new partnerships between car-makers and teams - partnerships, not merely decals and crates of components.

Jaguar, which was Stewart, is 100 per cent Ford Motor Company, but that was known.

The new moves are Honda's partnership with BAR, a sophisticated blend following three years' development by the Japanese for this third-wave assault for yet more F1 glory.

Honda is not just providing a car-ready power plant in a wooden box, it is very much an integral part of the team involved in overall engineering development, and has been for months.

It's a different story at Williams - which like BAR has stopped using the Renault-based Supertech engine - now partnered with BMW.

The driver line-up is exciting, with Michael Schumacher's young brother Ralf joined by 20-year-old Briton Jenson Button.

But so far the car is less so. As one insider put it: "The engine speaks German and the rest of the car speaks English."

But the Williams track record speaks for itself, and technical director Patrick Head will settle for nothing less than the best.

And so, as the season opens in Australia, while Honda-BAR and BMW-Williams adopt a precautionary low profile, Ferrari fizzles, McLaren shows muscle and Jordan buzzes, take nothing for granted.

A winner has to pass the chequered flag - and this is just the opening salvo.

Melbourne's fireworks are set to overshadow those of the millennium celebrations.



## Astra's a winner in fight against crime

Vauxhall's leading role in the fight against car crime has been reinforced with the naming of the Astra range as the winner in the motor industry's most important vehicle security honours.

The award, from the British Vehicle Rental and Leasing Association, recognises Vauxhall's ongoing commitment as well as the Astra's outstanding car-protection arsenal.

Vauxhall has won the award eight times since its inception in 1987, and this year's award is for cars in the lower medium and supermini sector. The Astra's key features are:

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Astra was Europe's best-selling name plate last year, with UK sales at 92,050 up 13 per cent on 1998.

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## Direct injection will boost Fiesta diesels

BRITAIN'S best-selling small car, the Ford Fiesta, will gain further refinement and driving dynamics with the introduction of a direct-injection turbo diesel engine this month - at no increase in price over the existing model.

The new 75bhp 1.8-litre engine will be available on Encore, Finesse and LX models, replacing the existing 60bhp 1.8-litre indirect injection unit and offering increased performance, better fuel economy, reduced emissions and lower road noise.

It promises combined cycle fuel economy of 53.3mpg against the outgoing engine's 46.3.

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## Over to You

**David Fiddler:** trained HMS Ganges 1962, served HMS Lynx 1964. Please contact Mrs Lawrence ASAP on 0161 755 3170.

**HMT Birdlip HMT Orfay:** Anyone with info regarding the history of these wartime Admiralty trawlers, or any crew members who can supply any info, contact Nick Clark, Flat 2, 5, Wordsworth Rd, West Bridgford, Nottingham NG2 7AN, tel: 0115 9816067.

**BBC Series Submarine** on video: can anyone provide a copy of this series which came out on video in the 1980s? Contact Philip Langley, email: phoenix.worldwide@hotmail.com or Peter Langley on 01453 882288 or Sandra Wade on 01732 451223.

**HMS Fiskerton 1958-61:** This period is being researched for the Ton-class Association archives. Send memories, anecdotes and stories to Ray West, Sea Glimpse, 83, Wilton Wood Rd, Frinton-on-Sea CO13 9LD, tel: 01255 850408, email: RayWest@frintononseafirst.net.co.uk

**HMS Surprise, Dauntless, Rhyll, Yarmouth, Sheffield, Ceylon, Kenya, Superb, Glasgow, Protector and Forth:** Where can Terry and Jacqui Suggitt get cap tallies? Also for CINCPAC and CINCPACFLT. Ring 01227 455984 or email: js3@ukc.ac.uk

**Dunkirk, France 1940:** Alan Gosling needs photos of ships, postcard-size or larger, during the evacuation for the Dunkirk Exhibition at Purfleet Heritage Military Museum. Send material to Alan at 8, Rapier Close, Purfleet, Thurrock, Essex including name and address on items concerned.

**HM Submarine Perseus:** A memorial is to be unveiled in Poros, Greece, in May, followed by a wreath-laying over the boat in memory of the crew, lost in Dec 1941. Next-of-kin of crew members who want details should contact Colin Hunt on 01737 358674.

**HMS St George, HMS Valkyrie I & II or HMS Urley, 1939-46:** Barry Quilliam aims to set up a museum, and wants stories or photos, to be returned when copied. Contact Barry at 22, Springfield Ave, Douglas, Isle of Man IM2 1DX, tel: 01624 661124.

**Key Smith (28)** from Balmiedie, joined RN to be a nurse, but is now a paramedic. Your cousin Donna seeks you. Write to Donna at 340, Darwen Rd, Bromley Cross, Bolton BL7 9BZ, email donna\_s25@yahoo.co.uk

**HMS Burghhead Bay:** Does anyone recall David Adamson's father L/Sig Gerard (Gerry) Adamson? Joined RN 1926, discharged 1955, 1946-55 he had a commission on the Bay. Contact David at 70, Albion Circuit, Woorona Heights, NSW, Australia, 2233.

**O' Force, 1st Battalion The Royal Lincolnshire Regiment:** and a detachment of RA light Ack-Ack were sent to the port of Akaba, Jordan, in 1949. Can anyone recall the frigate that gave initial support? Contact A. Carroll, 84 Manor Drive, Waltham, Glimsby DN37 0NR, tel: 01472 590265.

**Herbert Bragg** (born 1902, died 1970) from Billericay, joined RN as a volunteer in March 1941, becoming a CPO. He served with Donnamar Castle, Vindictive, Burdock and Almeria, travelling to Freetown and Lagos. In 1944 he caught malaria and was brought home. If anyone recalls him or can give a picture of life on board, contact Mrs V. Salmon at 6, Stirling Way, Bognor PO21 4PN.

**Royal Navy Logistics, 1919-39:** From where did food for the crews of the Med Fleet and the East Indies and China Squadrons come? Were there stores of ammo, fuel, spares etc. at Gibraltar, Malta and, later Alexandria and Singapore? Any info to Dr Anthony Clayton, April Cottage, 43, Ford Lane, Farnham GU10 4SF.

**Robert Ogilvie:** Ronald Ogilvie seeks info about the war service of his late father, probably a merchant seaman, but thought to have served in HMS Glory, and may have been on board during signing of Japanese surrender documents. If anyone recalls him, contact Ronald at 1, Alder Crescent, Kilmarnock, Strathclyde G63 9SH, tel: 01360 558082.

**Naval Parties 1971, 1972 and 1973:** who swept Cherbourg Port by hand in 1944? Can anyone shed light on the location of a plaque placed in honour of these parties at Cherbourg? Contact J.E. Payne, 40, Bourdon Lane, Lancashire BN15 9QW.

**HMS Iroquois:** Robert Gee has a small teak ashtray from the ship. Would any crew member like it? Does anyone have a photo of HMS 177, built by Richards, Lowestoft, that he can copy? Contact him at 32, Silver Gdns, Bilton, Gt Yarmouth NR31 9PD.

**Naval Occasions:** Fred Holmes bought this book by Bartimeus, published by Wm Blackwood and Sons, Edinburgh and London, 1915, at a charity shop in Fleetwood. An inscription inside reads Midshipman R. Hewitt RNR, HMS Ambrose 1915. If this is of interest to the family or an Association, contact Fred at 1, Charterhouse Place, Blackburn, Lancs BB2 2PZ.

**Frederick G. Rumsey,** Arclutha Boy Seaman 1936, Swordfish shot down in

Channel, POW May 1940. Ruby Fathaly's family (Read of Petts Wood) corresponded with Fred until his release from Stalag Luft 3A in 1945. He became a Civil Service officer but then what? Contact Ruby at 22, Brookside Way, Shirley, Croydon CR0 7RR.

**HMS Jupiter 2L mess 1976-78:** RNH Haslar and Plymouth 78-83, 846 Naval Air Commando Squadron 83-85 and RM Deal 85-86. Nigel (Doc) Whiteley wants to contact shipmates, especially Mac Maclean (Jupiter). Nigel has recently gone blind. Friends, shipmates contact him on 01323 439597 or email: DOCAIR72@aol.com

**Desmond Conway Walter Butcher** served in frigates and on escort duties for Atlantic troop carriers, also sailed to NY and Cape Town. If anyone knew him or his ships, contact T. D. Butcher, 18, Whitehorns, Newport Pagnell MK16 6AY, tel: 01908 610804.

**Gunboat Goshawk:** Does anyone have photos or info of this gunboat which towed the Caswell into Queenstown Harbour on May 12th 1876? Contact J. Best, 38, Station Rd, Kidwell, Carmarthenshire SA17 4UT.

**HMS Liverpool** stopped Asama Maru on January 21, 1940, 35 miles off Tokyo and apprehended 21 German seamen. This caused diplomatic chaos in Japan. Can anyone tell John lives why, and who were the Germans? Contact John lives at 2, Hawthorn Bank, Carnock, Dumfrieshire KY12 9JS.

**South Atlantic Medal Association 1992 (SAMA 82):** Anyone searching the worldwide web will find it at <http://www.sama82.org.uk>

**HMS Cleopatra:** If anyone remembers Rick Croucher's father, Alfred Croucher (who died Jan 1998) during the wartime, Rick would like any remembrances of him. Contact him via email at [atcf@tawd.com](mailto:atcf@tawd.com)

**James Severn:** John Miller seeks info about James: born Oct 4, 1905, joined RM 1924, and served in HMS Caradoc, Curlew and Adventure. RFR 1932. In WWII he served with Plymouth Division in Defiance, demobbed in Oct, 1945. Any info to John at 251, Carlton Rd, Nottingham NG3 2NT.

**HMS Eagle:** During H. Swarbrick's RFR service (1952-54) he accumulated official ship's photos which have been lost. Has anyone a set, mostly taken prior to and during exercises Mainbrace and Mariner, to copy? Write to 16, Westbury Rd, Southend SS2 4DP.

**Fred Bunce,** of Birmingham, sailed Gosport in 1942 when his cousin Thelma Cookman (nee Greig) was in the WAAF. Where is he? Contact Mrs Cookman, 217, Albert Drive, Sheenwater, Woking GU21 5RD.

**Kranji War Cemetery, Singapore:** C. Cudd took photos of war graves of SPO W.J. Sharland (45), HMS Repulse and L.S. H.E. Taylor (22), HMS Prince of Wales, if relatives would like the photos contact Mr Cudd, 55, Wood Farm Rd, Headington, Oxford OX3 6PS tel: 01865 451727.

## Calling Old Shipmates

**Artificers:** Neil Pettitt seeks artificers who joined HMS Fisgard Sept 1979 or HMS Valiant 1985-90 crew who recall him. Contact Neil at 1, Tavern Orchard, Lypard Hamford, Worcester WR4 0NS, tel: 07977 530911.

**HMS Zest 1963 - 65 commission:** Vic Carr seeks shipmates who served with him in Zest, especially LCKs Jan Watt and Jessie James. Contact Vic at 44 Restaing Ave, Edinburgh EH7 6PW, tel: 0131 669 7921.

**Whitehall W/T D Watch 1950-52:** Looking for Signal Wren Jennifer Brown (nee Quinn) and LW Anne Dobson. Reunion planned. Contact Rusty Skinner (Hayter), 110, Reading Rd, Finchampstead, Berks RG40 4RA, tel: 0118 973 0589, email: rusty-dog@waitrose.com

**HMS Raleigh SS:** Trying to contact L/S(Sea) Alex McIndoe who Chris Watson last saw at HMS Raleigh. Contact Chris at 12a Paramount Mansions, 2 Shan Kwong Rd, Happy Valley, Hong Kong, email: watson@brandguardian.com

**HMS Cambrian:** For all who served in her between 1944 and her going to the breakers in 1971, a reunion may be planned. Call Don McDonald on 01344 774386 or email: don@farnco.freeserve.co.uk

**Naval Salvage Dept, Bari, Italy 1944-45:** Bob Bannister would like to contact anyone who was there with him under Cdr A.F. Watchlin RNR, especially Jimmy Green, Johnny Smethurst, George Wilson and Cliff Unsworth. Contact Bob on 01480 382505.

**HMS Oakham Castle:** Seeking old stokers from 1945-48 - contact Ian (Janner) Wicheard on 01249 714517.

**HMS Rusario:** If anyone recalls Vic Williams, who left Bristol in the 50s for Canada then Houston, contact him at 7739, Kensis Rd, Houston, TX, 77036 6429, USA, or tel Derrick Roberts on 01782 561052.

**Drake Buccaneers:** Richie Rayner, Mick

## Reunions

### March

**HMS Woodbridge Haven:** Informal gathering of members of the Woodbridge crew at the Golden Sovereign Hotel, Bournemouth, March 24 to 26. Ex-crew members welcome.

**RNXX (East Anglia)** reunion at 1200 on March 26 in the Shipwreck, Shotley Marina (old Enright Block, HMS Ganges). Details from Peter Brooke, 7, Penn Close, Capel St Mary, Ipswich IP9 2UE, tel: 01473 310189.

**Aircraft Handlers Association:** Reunion, March 31 to April 2 at Pontins Holiday Centre, Weston-super-Mare, £90 per head inc. Details and reservation form from Ian Beard, 6, Meadow Cres, Castle Donnington, Derby DE74 2LX, tel: 01332 850471.

**HMS Duke of York** mini-weekend in Liverpool, March 31 to April 1. Details from R. Draper, Rose Cottage, 103, Orchard Park, Elton, Chester CH2 4NQ, tel: 01928 725175.

### April

**Hood Division Aircraft Artificer Apprentices 1943-46** reunion April 8 at Taunton, Contact Dave Lane, 130, Hendford Hill, Yeovil BA20 2RG, tel: 01935 475642.

**HMS Whitesand Bay Association** reunion at the Royal Sailors Home Club, Portsmouth, April 11. Details from Geoff Nightingale, 268, Galleys Hill, Gadebridge, Hemel Hempstead HP1 3LD, tel: 01442 263405.

**HMS Suffolk Association** reunion, Courtlands Hotel, Bournemouth, April 14-16. SAE to A.E. Emanuel, 1, Channon Ct, Maple Rd, Surbiton KT6 4RS, tel: 0181 390 5783.

**HMS Serene 1944-46** reunion April 29 at the Day Centre, Lingfield, Surrey. Details from E. Drummond, 5 Green Way, Syke Lane, Scarcroft, Leeds LS14 3BJ, tel: 0113 289 2222.

### May

**977 Squad, RM** reunion at Peebles Hydro, Scotland, on May 3. Details from Fergus J M Brown WS, The Elms, Peebles, EH45 8NA.

**HMS Gambia Association** mini-reunion at the HQ of TS Gambia, Thorne, nr Doncaster May 5-7. Details from Les Newman, 3, Coppice Rd, Whitnash, Leamington Spa CV31 2JE, tel: 01926 831599.

**HMS Consort association** reunion at the Trecarn Hotel, Babbacombe, Torquay, May 5-7. Details from John Northcote-Brewer, 31, Legis Walk, Bellver, Plymouth PL6 7DE, tel: 01752 783064.

**HMS Ramillies Association** service of dedication on May 5, when an oak tree is to be planted at the National Memorial Arboretum. Staffs, to commemorate all those who served on HMS Ramillies. This invitation extends to all ex-shipmates, Officers and Wives. The ceremony com-

mences at 1315. Numbers required beforehand, so contact Eric Marks, 3 Kendal Ave, Thornton, Cleveleys FY5 2LY, tel: 01253 826300.

**Dunkirk Veterans:** There will be a parade on May 6, 1030 for 1100, at Purfleet Military Museum, Centurion Way, Purfleet, Thurrock, Essex, on the opening of the Dunkirk Exhibition. If you will be taking part, please let Fred Ilderton know at 178, Abina Rd, Chadwell St Mary, Grays, Essex RM16 4PJ.

**Algerines Association (Fleet Minesweepers) 1942-62** reunion in Portsmouth May 12-14. Further details from George Patience, 'Foehidinn', 97, Balmacraan Rd, Drumna-drochit IV63 6UY, tel: 01456 450659.

**HMS Comus** reunion May 12 - 14 at York. All members and guests welcome. Please contact Geoff Harper on 01302 708135.

**RN Comms Chiefs Association:** Ladies night dinner in WO & SR Mess, HMS Collingwood, on May 13. Details from John Buchanan, 144, Lovedean Lane, Lovedean, Hants PO8 9SN, tel: 023 9259 2640.

**Sherborne RHA Hospital** reunion at the Swan, Cheap Street, Sherborne, May 13 at 12.30. Staff and ex-patients welcome. For tickets send SAE and cheque-postal order for £10.50, payable to Mrs Dora Schofield (nee Miller), The Bungalow, Augustus Rd, Hookville, Leighton Buzzard LU7 9NF, tel: 01525 210867.

**RN Commando Association** reunion and AGM at the Nautical Club, Birmingham, May 13-14. Details from R.J. Lawrence, 18 Crane Drive, Verwood, Dorset BH31 6QB, tel: 01202 825880.

**Hovercraft Society** reunion on May 13 at Stokes Bay/Cowes for all hovercraft crew. Details from Brian Russell, 24, Jellicoe Ave, Alverstoke, Gosport PO12 2PE, tel: 023 9258 4371.

**HMS Diadem Association** reunion on May 13 at the Queens Hotel, Southsea. Contact Peter Burnand on 01243 864680.

**Landing Barges** reunion at the Viking Hotel, Blackpool (tel: 0845 604 1144) from May 15-22. Details from F. Smith, 19 Guardian Court, Moat Lane, Yardley, Birmingham B26 1TW, tel: 0121 783 7598.

**HMS Myngs 1943-54** reunion at the Royal Sailors Home Club on May 16 in conjunction with Z-Class Destroyer Association. Contact Alec Bernasconi on 023 9266 2487 or Pete Ackroyd on 01934 822207.

**HMS Hood Association** reunion on May 20 at the Home Club, Portsmouth. Tickets at £18 from K. A. Clark, 57, Bereweke Ave, Winchester, SO22 6BL. The St George's Church service is on May 21 at 1100 and the Boldre Church Service is on May 28.

**HMS Solbay Association** reunion on May 20 at the New Continental Hotel, Plymouth. Details from Malcolm Clarke on

0117 9268864 (day), 0117 9622500 (evenings) or email: [solebay@tademon.co.uk](mailto:solebay@tademon.co.uk)

**Ratcos (the Retired RN Air Traffic Controllers Association)** reunion is at the FAA Museum, Yeovilton, on May 20. Details from Chris Lean, 33 Upham Park Rd, London W4 1PQ, tel: 0181 995 5643, fax: 0181 400 2928, email: [cdlean@globalnet.co.uk](mailto:cdlean@globalnet.co.uk)

**42 Cdo RM MT Section (1959-62)** Association reunion on May 27 at the Home Club, Portsmouth. Ex-members should contact R.A. Hunt, 26 Liddards Way, Purbrook PO7 5QW, tel: 023 9226 2427.

### June

**10th Destroyer Flotilla 1943-45 and Tribal-Class Destroyer 1939-45** reunion in Plymouth in June. All those who served, especially HM ships Sikh and Eskimo are welcome. SAE for details to J. Bull, 4, Pearl Close, Beckton, East Ham, London E6 5QY.

**HMS Orion Association** are looking for shipmates 1934-39 - reunion at Blackpool on June 2-3 and Plymouth on Sept 7-8. Contact Grant West, 28, Stretton Rd, Great Glen, Leicester LE8 9GN, tel: 0116 259 2171.

**HMS Kipling (G91)** reunion at the Ashburton Hotel, Fordingbridge, Hants on June 10. Details from Norman Roake, 33 Wickens Meadow Rye Lane, Dunton Green, Sevenoaks TN14 5JB, tel: 01959 524586.

**HMS Lookout G32** reunion at Burnley on June 10. Details: Buck Taylor, 24 Grove Rd, Uppermill, Oldham OL3 6JR, tel: 01457 870446.

**Glorious, Ardent and Acasta:** A memorial service for the 60th anniversary of the sinking of these ships is on June 10 at St Nicholas Church, HMS Drake, Devonport. Details from David Woodcock, 15, Green Lane, Dalton-in-Furness, Cumbria LA15 8LZ, tel: 01229 462414 (home) or 01229 875452.

**Combined ex-Services Association** reunion at Bridlington, June 16-18. All Standard Bearers welcome FOC. Contact G Thomas on 01262 673101.

### July

**HMS Glasgow (C21/D88) Old Boys** Association reunion at the Victory Club, HMS Nelson, on July 8-9. Details from Allan Mercer, 89, Royal Ave, Hough Green, Widnes WA8 8HJ, tel: 0151 510 2445.

### August

**HMS Ceres (Wetherby)** reunion planned for August. Interested shipmates should reply by April 22; stamp appreciated. Write to Richard Knight, 41, Glenfield Ave, Wetherby, West Yorks LS22 6RN, tel: 01937 581404 or Vince Parks, 16, The Rowans, York Rd,

Wetherby, West Yorks, tel: 01937 580878.

**HMS Porpoise and HMS Oracle** reunion: Did you serve on these diesel electric boats? A reunion is planned at the Drumfark Club, Helensburgh, on August 4. Tickets £5 per person or £7.50 per couple. Contact Carl Baller on 01436 676104 or Mark Duffy on 01436 679921. If you cannot make this date, contact Carl or Mark and let them know how they can contact you for future events.

**HMS Actaeon (South Atlantic) 1946-53** reunion at Leicester Senior Service Club, August 11-13. Details from George (Ginger) Brandon on 0116 287 3755.

**HMS Eagle Survivors Association 1942** reunion at the Home Club, Portsmouth, August 12. Details: A. Goodenough, 3, Brompton Rd, Reading RG30 3HY, tel: 0118 957 3783.

**HMS Stalker 809 FAA Squadron 1942-45** reunion August 19 at the Waverley Hotel, Crewe, tel: 01720 256223. Contact D. Holmes, Olde Rectory Cottage, Packington Lane, Maxtroke, Colehill, Warks B46 2QR, tel: 01675 463327 or Derrick on 01782 561052.

### September

**British Pacific & East Indies Fleet** reunion from Sept 1-4 at Sinah Warren Holiday Village, Hayling Island. Proposed parade and commemorative service at Portsmouth. Contact John Darling on 01372 812023 or George Fancett on 0181 751 3917.

**HMS Ganges Association (Australian Branch)** reunion in Mildura, Victoria on Sept 8 - a good time for ex-Ganges boys to attend Olympics. Bookings being taken now. Patrick Briscoe, email: [axis@alphalink.com.au](mailto:axis@alphalink.com.au)

**HMS Argonaut Association** reunion on Sept 9 at the Victory Club, HMS Nelson. Still seeking crew of the Leander-class frigate. Contact Vern Triggs on 01784 459212.

**HMS Tiger 1959-66** reunion at Pontins, Torquay, on Sept 15. Contact Doc Porter on 01642 644389 or write to 54, Wrenfield Rd, Stockton on Tees TS19 0BD.

**HMS Renown Association** reunion at the New Continental Hotel, Plymouth from Sept 21-24. Details from Alan Ware, 4, Silverdale, 13, Lancaster Rd, Birkdale, Southport PR8 2LF, tel: 01704 560481.

**HMS Daring (1952-54)** reunion at Nidd Hall, Harrogate from Sept 29 to Oct 2. Details from Owen Simpson, 20, Green Close, Uley, Glos, tel: 01453 860564 or email: [owensimpson@tinyonline.co.uk](mailto:owensimpson@tinyonline.co.uk)

**HMS Forest Moor** intends to hold an event to celebrate 40 years as a commissioned ship, September 30. Contact Lt Watson, 01423 774204, or RS Briggs 01423 774209.

### October

**HMS Swiftsure Association (Cruiser and Submarine)** reunion from October 6-9 at Warner's Cricket St Thomas Hotel. Details from David George, 'Mullion', Shipton Green, Chichester PO20 7BZ, tel: 01243 512998.

**Artificer Apprentice (Entry October 1946)** Classmates from Exmouth (Fisgard) and Duncan (Caledonia) reunion at Warner's Littlecote House Hotel, Hungerford Oct 6-9. Details from Ivor Norsworthy, 22, Thornhill Rd, Mannamere, Plymouth, PL3 5NE, tel: 01752 663330, email: [norsworthy-house@freeserve.co.uk](mailto:norsworthy-house@freeserve.co.uk)

## AIRCRAFT OF THE ROYAL NAVY No 41



● The Avro 504 - one of Britain's greats.

## Avro 504

THE AVRO 504 has earned a place as one of the greatest British aircraft of all time. Best remembered as an ubiquitous and long-lived trainer, it nevertheless occupies a place in history as a pioneering combat aircraft of the early years of World War I.

The 504, which first appeared in 1913, had a very modern appearance, and good performance for its time. This was recognised by the RNAS which, before the end of 1914 was using the type to bomb enemy installations.

Most notable of these raids was the long-distance attack on the Friedrichshafen Zeppelin sheds by three of the Navy's Avro 504s on November 21, 1914. They dropped a total of 12 20lb bombs, causing a gasworks to explode as well as severe damage to one of the Zeppelins.

In March of the following year, five Avro 504s of No. 1 Squadron RNAS destroyed two U-boats and set a shipyard on fire when they raided the submarine depot at Hoboken near Antwerp.

The Navy also employed 504s as Zeppelin interceptors. About 80 of these 504Cs were built for the Navy, and were specially fitted with an auxiliary fuel tank replacing the front

cockpit - to give greater range and endurance - and armed with an upward-firing Lewis gun.

Avro 504s were also used in pioneering experiments in the development of deck-arresters and catapult gear.

As higher performance aircraft were developed in the course of the war, the Navy's and the RFC's 504s were relegated to the training role - for which they were originally designed and for which their lightweight but robust structure made them ideal. The purpose-built trainers - Avro 504Ks - remained in service through the 1920s to train a generation of Naval pilots.

Over 8,000 Avro 504s were built for the War Office in 1914-18, and besides those, the type was manufactured under licence in Australia, Canada, Belgium, the Netherlands, the East Indies and Russia.

The last known 504s to be flown by the military in Britain were used as target tugs by the RAF as late as 1940 - 37 years after the type's first flight.

Avro 504s were generally powered by an 80hp Gnome engine (100hp Gnome Monosoupape for the 504K) giving a maximum speed of 82mph at sea level and a climb rate of seven minutes to 3,500ft. Endurance was four hours.

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## Helping Hands



### In Brief

#### Guernsey's gift

A DONATION of £600 to the NewLife 2000 Appeal in Portsmouth by HMS Guernsey has been doubled by an appeal fund, and will be used to buy a breast pump for the Newborn Intensive Care Baby Unit at St Mary's Hospital.

The money was raised by the ship's company during a number of events over a busy period of fishery protection duties.

#### Six of the best

A VISIT by HMS Montrose to her namesake town resulted in more than £2,000 being handed over to charities.

Six members of the ship's company cycled the 630 miles from Devonport in six days, led by LPT Armstrong, to meet the ship, raising over £1,000 in the process for the NSPCC and three Montrose charities.

And the POs' Mess raised an additional £1,000 through fines and forfeits, which was split between the Montrose Adult Resource Centre and the Angus Special Playscheme.

#### Icing on the cake

A CAKE Bake for Children in Need by staff of Captain Submarine Sea Training in Faslane raised £320. Organised by Assistant Building Officer Joanne Smith, with help from PO Ann Gillen, guests at the tea break were charged £1 each.

A special Pudsey Bear cake, won by Lt Cdr Craig Cunningham, was donated on to the Mardon House Retirement Home, Helensburgh.

#### North and South

A FRIGATE on duty in the South Atlantic raised almost £1,100 for her charities – and a brave soul gathered another £1,000 by putting himself through a gruelling schedule.

HMS Richmond donated £535 each to the Royal Star and Garter Home for Ex-Servicemen in Richmond, Surrey, and the Victoria Hospital in Richmond, North Yorks, in cash raised from raffles, village fetes and a disco.

PO(S) David Smith also raised money for the Home by running 100 miles around the upper deck, and when that became too cold, by rowing 200 miles.

#### High-value cards

COMMANDER Steve Greenwood, chairman of the Directorate Naval Air Support House of Cards Social Committee, has donated £800 each to two Yeovil charities, Fiveways and the Southwest Children's Heart Circle.

#### Many hands, hard work

SAILORS from HMS Sultan have managed to find time in their busy schedule to do some community work.

The 16 men completed a number of tasks at the Royal Sailors' Rest in Rowner, Gosport, including tidying up the grounds, and decorating the Anchor Pre-school facility.

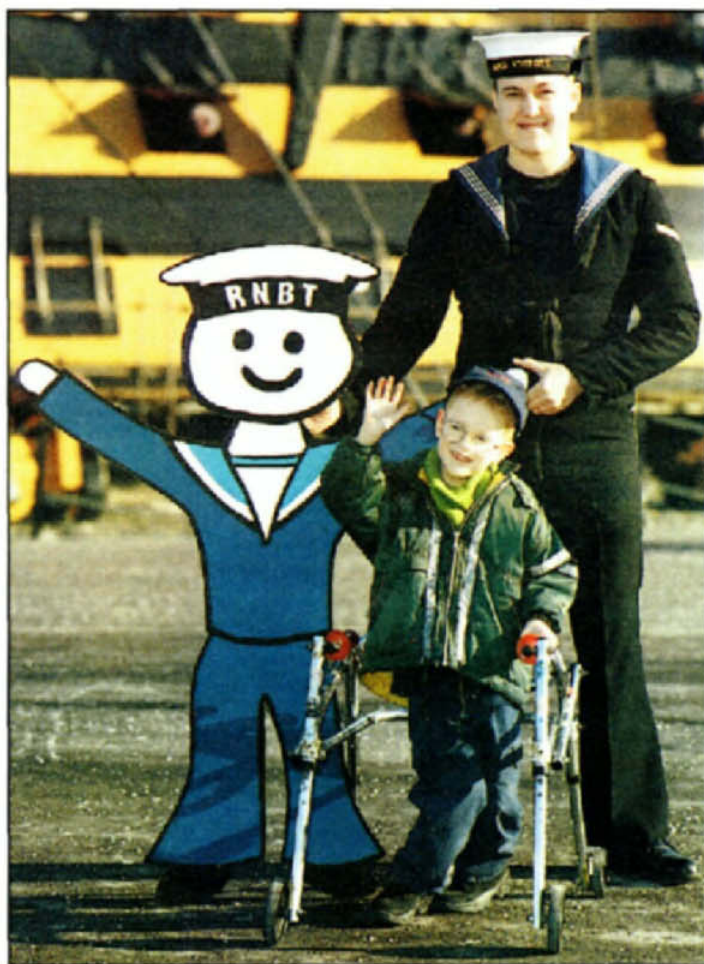
#### Party to the cost of party

WARRANT officers and senior ratings from HMS Collingwood gave £200 to the Peak Lane estate Residents Society in Fareham to help defray the cost of their children's Christmas party.

#### Bikers bring in £12,000

INCLUDING the £807 raised during Children in Need, the total figure raised for charity last year by the RN Motorcycle Club reached £12,000.

# Fund cheques in



● Big help: OM Graham Cudbertson with Dylan Scott and the RNBT mascot at the cheque presentations in Portsmouth.

Picture: LA(PHOT) Dave Hunt (SFPJ).

THE KING George's Fund for Sailors has handed out cheques worth more than £1.2 million to the benefit of five charities.

At a brief ceremony beside HMS Victory in Portsmouth Naval Base, the fund awarded:

- £35,000 to KIDS child development centre
- £524,000 to the Shipwrecked Fishermen and Mariners' Royal Benevolent Society
- £275,000 to the Royal Navy and Royal Marines Children's Fund
- £338,000 to the Royal Naval Benevolent Trust
- £50,000 to the WRNS Benevolent Trust.

The cash is part of the £3.2 million total grants handed out by KGFS, founded by King George V in 1917, which is the only central fund making grants to nautical charities.

The money helps look after the welfare needs of seafarers and their dependants in the Royal Navy, the Merchant Navy and the fishing fleets.

Such help includes caring for the elderly and financial help for those still serving who are hit by illness, disability or bereavement.

■ THE 1999 national raffle organised by KGFS raised £43,000. Top prize was a car.

## Firework cash

MONEY raised by a firework display at HMS Raleigh in Cornwall has been handed over to help children and their families deal with the problems of cystic fibrosis.

A cheque for £558 was given to Caroline Tilley, a children's respiratory nurse from Derriford Hospital, Plymouth. The money will pay for training aids and equipment.

Caroline, a community outreach nurse, visits and gives support to children and parents on the children's ward at the hospital and in their own homes.

Cystic fibrosis is the most common inherited life-limiting condition in the UK, and there is no cure as yet for the disease, which largely affects the lungs and intestine and requires daily, lifelong treatment.

## Man with a mountain to climb

A FORMER RN Reservist is seeking sponsors for his epic trek up Kilimanjaro in June.

Peter Brookshaw, a member of Brighton RNA, is raising money for the Youth Hostel Association – and having banked £650 so far, he must find £1,800 more by the end of next month.

The Kilimanjaro 2000 event starts in Tanzania, and participants will trek for six days through savannah, rainforest and moorland to climb to the 19,342ft summit of Africa's highest mountain.

Donations payable to YHA (England and Wales) should be sent to Peter at 22, Hawthorn Close, Saltdean, Brighton BN2 8HX, and Peter can be contacted on 01273 302901.

## Charity drive

A 24-HOUR motorcycle driving training exercise at Longmoor in May for military personnel will aid up to six charities.

Exercise Enduring Help aims to improve cross-country riding techniques in the military as well as raising money.

More details from Capt Jason Butler REME on 94777 2052 or WO2 Graham Gorse on 94295 8339.

## Birthday treat

FORMER RN man Mike Smith and his wife Jo, of King's Lynn, asked guests to donate money to the RNBT instead of buying him presents for his 60th birthday – and they raised more than £200, much from his old Navy pals who enjoyed a reunion after 42 years.

## Norfolk looks a picture

A WATERCOLOUR of Type 23 frigate HMS Norfolk is helping raise money for good causes.

The painting, by Mark Ellerton, was presented to the Worshipful Company of Carpenters by the ship's Commanding Officer, Cdr Bruce Williams. It was commissioned with money donated by the Carpenters.

At a reception on board the frigate, a cheque for £1,500 was presented to Norfolk Ward, Derriford Hospital in Plymouth, the money coming from sale of prints and money raised by the ship's company.

Norfolk's other charities, the Norwich Child Development Unit and the Duchess of Norfolk's Hospice Appeal, will be receiving donations later this year, when the ship returns from deployment.

Anyone wishing to buy one of the limited edition prints of HMS Norfolk, price £10, should contact the Charities Officer, HMS Norfolk, BFPO 344.

## Run funds guide dogs

FOUR members of 760 Engineering Training Squadron, HMS Sultan, completed the Great North Run last October – and the results of their efforts, a cheque for £770, has been handed over to the Guide Dogs for the Blind Association to train dogs at the Association's Southampton centre.

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## Hockey squad pitches in



WHEN an established player in the RN women's hockey squad was diagnosed as having multiple sclerosis (MS), the rest of the squad decided to raise funds for the Solent MS Therapy Centre.

Through a series of events, – including a 70-mile bike ride around the Isle of Wight, the Great South Run, tournaments, a parachute jump, the Gibraltar Rock Race and a huge car wash at the Brickwoods Field Gun Challenge – the squad has raised £2,500 for the centre.

The most recent cheque, for £1,200, was presented to members of the centre during one of the fund-raising activities.

● Uphill battle: members of the RN Women's hockey squad find the going tough during a 70-mile bike ride around the Isle of Wight.





## Mets and county too good for Navy team

THE NAVY'S last chance to win the South West Counties football championship slid away on an icy pitch when Sussex scored four times without reply, writes Dan Collacott.

An under strength Navy side was outplayed by the county XI, which showed great technical ability and passion.

The first strike came after ten minutes, though the Navy came close on two occasions to snatching an equaliser.

End-to-end play, with Sussex dangerous on the break, continued until the break, and on the stroke of half-time Sussex grabbed a second, slotting home a rebound after keeper Adams had made a good save.

Manager Neil Frame was forced to reshuffle his side at the interval, and had to bring himself on after 55 minutes as Gamble went off injured.

As the Dark Blues were re-organising the county side scored again.

The Navy now lacked a cutting edge in attack, and when a defender was caught in possession after 67 minutes to give Sussex a 4-0 lead there was no way back.

POAEM Nigel Thwaites still managed to sting the county keeper's hands with a powerful volley, but the fact remains that the Navy had been made to look a very ordinary side by an impressive Sussex team.

The defeat leaves the Navy in third spot in the league, four points behind joint leaders Sussex and Hampshire.

THE Metropolitan Police pulled off an unlikely friendly win against the Navy on a rain-soaked pitch, writes Dan Collacott. Both sides were below strength, with the Mets looking to a vital FA Vase tie against Deal four days later.

The Navy fell behind to a near-post header after only five minutes, but quickly settled and went close twice through CPO Bob Evans and Steve Merit.

A volley by POAEM Nigel Thwaites, after his free kick came back off the bar, was clawed away by the Police custodian.

With the Police rarely threatening, the RN pressed forward, but their final ball was often poor.

A goal was disallowed after 30 minutes for an infringement, and Dave Wilson then shot just wide.

The Navy resumed the siege in the second half, although CPO Daisy Adams had to produce two superb saves.

As the Navy pushed forward gaps appeared at the back, but several more chances went begging before the Police claimed victory.

Both sides played attractive football, and although the Navy hogged possession, the police defended with determination.

THE Navy - current inter-Services champions - played the Army on March 1 at Aldershot Military Stadium (ko 1930), and take on the RAF at Burnaby Road on March 8 (ko 1930).

## Sport

# Alpine switch means numbers hit a peak



● Katie Nurton in the Giant Slalom. Katie finished 11th overall.

## Women skiers are hot on the heels of the Army in St Moritz

THE NAVY women's team produced an outstanding performance to run the Army close in the inter-Services Alpine skiing championships in St Moritz.

Team captain Carol Strong was inspirational, notching second places in the Giant Slalom, the Slalom and the Super G, and sixth in the Downhill.

Her combined results put her second overall.

Trish Kohn also shone, finishing second by just 0.4 of a second in the Downhill, fourth in the Slalom and Super G and fifth in the Giant Slalom, and taking the most improved skier trophy for the second year running.

The Navy finished four seconds behind the Army in the Super G, and less than a

second down in the Slalom after two runs each by four racers per team.

The men's team also skied with determination, but a run of bad luck ensured the Army were not troubled for the 12th year running.

Squad member Aaron Hewitt ruptured knee ligaments in pre-contest training, and Jonathan Bird twisted a knee and broke a thumb in the Downhill.

Two bright spots were team captain Steve Cotton's fourth place overall, and Ashe Wright taking sixth in his first inter-Services.

Main sponsor for the event was BAE Systems, backed by Willis, Scottish Courage, Vickers, BT Defence, Boots and Swiss Travel.

A MOVE to Les Arcs saw record numbers enter the 50th anniversary RN Winter Sports championships, writes Cdr Richard Ellis.

This year also saw the introduction of snowboarding as a recognised sport.

The combination of factors saw more than 830 members of the RN Winter Sports Association in the French resort, and 515 racers participated in a frenetic programme of races, including three snowboard and two Telemark events.

The Navy also hosted the first truly purple snowboard event, with the RAF taking the Raytheon Cup in the inter-Services competition, ahead of the Navy.

The first week of the championships was dedicated to ski and snowboard training, arranged by RNWSA trainers Tommy Wallace (skiing) and Pete Bone (snowboarding).

A large number took the opportunity to train - including 90 first-timers.

With classes swelling the following week, a phenomenal 110 competed in the novice and beginners' race, won by N. Stevenson and K. Smith (novices) and S. Turland and C. Lusher (beginners).

On the snowboarding side more than 100 took lessons, and M. McGuire won the beginners' novices race, pipping Z. Allsopp.

Advanced riders competed in two Open events, a Giant Slalom won by Lt Andy Naylor and a thrilling night-time Dual Slalom in which MA Jason Parker was just edged out by Lt Nick Earl, who won the Dan Air Cup as overall snowboard champion.

As the forecast bad weather held off, 28 ships' teams vied for the trophies.

HMS Liverpool took the Battleaxe Cup while Heron, RM Poole, Seahawk and RMR London took the honours for major and minor A and B teams. Carol Strong and Steve Cotton took individual honours.

On the final day the Super Giant Slalom was won by HMS Seahawk and RMR Bristol, and the inter-Command Parallel Slalom was won by Naval Air Command.

Only 15 years ago some 130 competitors skied over two weeks. This year saw many more entrants and twice the races in one week - testament to the organising team, and the help of sponsors Raytheon, Hamilton Barr and Skiworld.

For information on RNWSA Alpine skiing, contact Cdr Richard Ellis (Abbey Wood ext 30733) and for RN snowboarding contact Lt Nick Earl on 023 9254 2758.

For detailed results, see the Navy News website at [www.navynews.co.uk](http://www.navynews.co.uk)

## RN XIII go on-line

THE RN Rugby League Association now has its own website.

The history of the Association, its push for recognition in the Service and details of fixtures, merchandise and match reports are all accessible on the Internet at: [www.rn-warriors.co.uk](http://www.rn-warriors.co.uk)

## Netball squad gears up

THE BENEFITS of a tough tour to Australia should become apparent when the Navy's netball team line up in the inter-Services competition at HMS Nelson on March 9-10.

Hopes are high that the autumn two-week tour will have strengthened RN chances.

The women played six matches against club sides in Sydney, Brisbane and Cairns, learning new tactics as well as getting plenty of match practice.

As part of tour fund-raising, the team joined forces with the South East Hants Special Olympics volleyball team to help them boost their coffers, and £1,000 was handed over at the end of last year.

## Exeter XI travel well

HMS EXETER'S football team travels well - having completed an undefeated 12-match tour during the destroyer's Gulf deployment.

Starting with a 3-3 draw with RN Gibraltar and finishing with a 2-1 win over Doha, the team, led by coach PO Stevie Gaskin, developed a spirit which saw them through some tough games.

The highlight of the tour was victory in the Bahrain National Day six-a-side tournament, where the second team were narrow losers on penalties.

Another feat was the 6-0 win over the RAF.

Chris Thompson-Baily was voted player of the deployment.

## New venue for golf day

THE RAYLEIGH RNA charity golf tournament takes place on May 3 at the South Essex Golf and Country Club, Brentwood - a new venue.

The cost of £29 covers coffee on arrival, 18 holes of golf, a buffet and prizes.

Last year's event, which featured Service teams as well as associations, raised £1,019 for SSAFA Forces Help.

Application forms will be sent to addresses from last year, but if you have moved on or wish to join in, contact Alan Booth, 6, Cecil Way, Rayleigh, Essex SS6 8QT, tel 01268 743545 or 07808 328034.

## Two out of four ain't bad

THE ROYAL Navy's squash players managed to win two of the four team trophies up for grabs at the inter-Services championships, writes Lt Cdr Steve Fuller.

Playing on home courts at HMS

Temeraire, the Under 25s, fired up by team manager WO Giddings (Foxhill), set the standard by winning both their matches.

S/Lt Crew, POAEA Draper (Yeovilton) and OM Backhouse (Dryad) beat their Army opponents to take the initiative.

Lt May RM (42 Cdo) and SES Jones (York) lost to the Army 1st and 5th strings, but the 3-2 RN win was enough to clinch the championship, as the RAF had already been seen off by 5-0.

The veterans followed suit, winning their 2nd, 3rd and 4th string matches against the RAF, the deciding match going to team captain Lt Young (CFM Portsmouth).

That 3-2 victory followed a 4-1 win against the Army to clinch the Championship Cup, though the success was tinged with sadness at the farewell to stalwart WO Dunphy, playing his last inter-Services before leaving the Navy.

The Women's team put up resistance against strong Army and RAF teams, but lost in both.

The Senior side fared little better against superior opponents, the highlight being the win by CPOPT Binks (Dryad).

The tournament was supported by NAAFL.

## Anyone for Wimbledon?

HAVE YOU ever dreamed of playing at Wimbledon?

Or stroking a winner down the line at Queen's Club?

The RN Lawn Tennis Association may be able to help.

With the new season approaching, the RNLTA is looking for new players to compete in fixtures against prestigious tennis clubs throughout the summer in men's, ladies' and veterans' categories.

If you are interested contact your area rep-

resentative: Portsmouth Area Recreation Officer (ext 24150); Plymouth area: CPOPT Mickey Crouch (HMS Raleigh ext 41670); Scotland area: LOPT Steve Losh (Faslane ext 6206); Ladies: WO Nicki Hudson (0171 807 8551); veterans: Lt Cdr Robin West (DERA Portsmouth ext 2010).

There is a chance to show your skills in Portsmouth on March 31 in an indoor tournament at Burnaby Road. For details contact CPOPT Dolly Gray on HMS Collingwood ext 2389.

## Making a splash

A BURGEONING youth policy by the Plymouth RN/RM swimming club is starting to pay dividends.

The junior section, formed less than five years ago with 24 children, has now grown to 116 children for Saturday morning swimming lessons, and 30 ten to 15-year-olds who compete.

Social events are still an important feature, but the competitive edge is coming to the fore.

Times and placings have improved with each event, and members' efforts were rewarded at the Kingsbridge Kingfishers inaugural gala.

The Navy club was leading at the half-way mark, and although the contest remained tight, a tremen-

dous run in the final 15 of the 55 events ensured victory for the swimmers, who competed in both junior and open categories.

The final total was 208 points for Plymouth RN/RM, with Okehampton second with 194pts and the home club third with 183pts.

There were a number of notable performances, with 16 personal bests recorded on the day, but coaches were delighted with the team effort.

Any Plymouth-based personnel who wish their children or themselves to be involved with the club should contact Cpl Chris Fairey, Commando Forces Officers' Mess, RMB Stonehouse.





## RN U-20s just fail to overhaul county XV

THE NAVY'S youngsters surprised their opponents in an under-20s rugby match at The Rectory.

The Cornish side had expected to tot up a large score, but a ding-dong battle ensued.

Cornwall quickly opened up a lead, but Navy pressure brought a try for the excellent Kerry Slyman (Cdo Logs RM), and with Chris Battle (DSRFC) bundling through a maul to score, at half-time the county were 18-10 ahead.

Phil Parsell (HMS Raleigh) scored between the posts, and Slyman converted to put the Navy one point behind, and although Cornwall replied, a converted James Petrie (DSRFC) try gave the Navy the lead.

Two more Cornwall tries were answered by Chris Reynolds (Swansea AFCCO), and the game ended 33-29 to Cornwall.

The same Navy side had already lost 29-8 to Cornish Colts champions Wadebridge in a trial game.

Despite taking an early lead through a Slyman dropped goal, the Wadebridge side's greater cohesion showed as they ran in a number of tries.

The RN scored late on through OM Mark Higgins (HMS Raleigh).

■ The Royal Marines overcame Naval Air Command in the inter-Command cup at Devonport.

After a scoreless half-hour, Air broke the RM's grip with a penalty, quickly matched by the Royals.

A second-half Sgt Rob McIntyre try, converted by Mne Mark Veale - who sealed the game with his second penalty - gave the Royals a 13-6 win.

■ The Royals' Band Service also showed a winning touch, beating HMS Drake 36-17.

The Bandies were ahead by the break through Musn Andy Gregory (BRNC) and Musn Trevor Naughton (RMSM Portsmouth) tries converted by Musn Freddie Lomas (CTCRM).

Jason Hurst's try for Drake was converted by Banjo West.

After the break, tries from Gregory, Long and Musn Simon Nichols (Plymouth) - two converted by Lomas - saw off the Drake reply from Albert Hall and Hurst.

Teams seeking a fixture against the Bandies should contact WO Muddiman or Musn Bott on HMS Raleigh ext 41304.

■ HMS Cumberland beat HMS Northumberland 33-8 in the Mid-Ships Cup.

Northumberland took the lead in an even start, but the kicking of LPT Steve Sinclair and four tries saw the Mighty Sausage to victory.

## Sport



## Navy take women's rifle title

THIS YEAR'S women's inter-Services smallbore rifle shooting championships became a straight contest between the Royal Navy and the RAF after the Army failed to field a team.

And it was the Dark Blues who came out on top in a close competition - the previous year's score-board was also taken into account - and won the title by 23 points.

It is hoped to send a team to New Zealand next year for the 2001 Super Games, which is open to all serving and ex-serving members of the Armed Forces.

Most of the RN Women's Rifle Association members have been shooting for several years, but a number are soon to leave the Navy - including team captain CWRs Linda Hanna.

New members will be welcomed, and any interested personnel should contact the Women's Sports Officer at HMS Temeraire.

## Boxers train at Palace

THE NAVY boxing squad has completed a gruelling training week at the National Recreation Centre, Crystal Palace, under the direction of RN coach C/Sgt Steve Fulthorpe and Steve Penberthy, RN coaching administrator.

The week consisted of training sessions held by national coaches, lectures and discussions.

It is hoped the work will stand the Navy boxers in good stead for the Combined Services Individual Championships, staged as Navy News went to press.

## Big challenge

THE WESTERN Isles Challenge - a 200-mile adventure for mixed teams of four, incorporating kayaking, fell-running, mountain biking, swimming and orienteering - is to be held on May 9-11.

The solo (UK) male category is already full, but there is space for solo women and teams. Contact [ian@wichallenge.demon.co.uk](mailto:ian@wichallenge.demon.co.uk)



● Swansong: Vice Admiral Sir John Dunt leads out the RN XI on the last match of their cricket tour to India.

# Team bowled over by welcome

A ROYAL Navy cricket tour to India has been hailed a success both on and off the pitch, writes Lt Cdr Jim Danks.

The team played eight matches - four in Goa and four in Mumbai (Bombay) - winning three and drawing one.

A week in the sunshine of Goa allowed the team to acclimatise to the slower Indian pitches and the varieties of spin which they were to encounter throughout the tour.

In their first three matches the RN side batted first, and in all three of these one-day games set their hosts unbeatable targets.

Against Margao the Navy totalled 159 for 8 and shot out their opponents for 124, and in Panjim against the Gymkhana side the sailors scored 232 for 8, a total which the home team fell short of by 89 runs.

The RN scoreboard reached 148 for 9 against the Goa Cricket Association President's XI, but the representative side were skittled out for 93.

The move on to the second part of the tour saw a distinct improvement in the standard of opposition.

Against a strong Air India team, containing former Indian Test player Sanjay Manjrekar (bowled

by Lt Cdr Simon Morris for 5), the Navy did well to contain the total to 220 in 45 overs.

When they batted, the Dark Blues made a valiant stab at winning the game, falling short by just 19 runs - Lt Cpl Tim Burt top-scoring with 47 runs.

The RN cricket club were honoured to play their next matches at the prestigious Wankhede Stadium, later the venue for the First Test between India and South Africa.

Batting first against Mumbai Cricket Association, the tourists struggled to 114 all out, rescued by Mne Greg Owen's 43.

Despite early breakthroughs, the home side reached their target in 21 overs for the loss of three wickets.

The next day pitted the Royal Navy against the Indian Navy - a strong side featuring one-day specialists - and again the British sailors recovered from a rocky 29 for 5 to reach 114.

The Indians lost just two wickets in knocking out the required runs.

The final match of the tour was a re-arranged fixture against the Mumbai Police, who set a daunting total of 255 in 45 overs.

The Navy set about their task with relish, but tight bowling and a



● Flying the flag: team members PCT Mark Johnson (HMS Southampton), S/Lt Andrew Ainsley (HMS Bangor), WTR Chris Potter (HMS York) and Lt Tim Berry (HMS Newcastle) at the Margao Cricket Club in Goa.

defensive field restricted the tourists to 210.

This game featured the final appearance as President of the club by Vice Admiral Sir John Dunt.

In Bombay, an excellent reception hosted by the High Commission was typical of the generous hospitality and friendship shown by all.

The tour gave Lt Cdr Neil Scruton the opportunity to umpire with ex-Test umpire D.N. Dotiwala, and tour matches were watched by a number of former Indian Test players.

Possibly the highlight of the tour

## Starting martial

THE RN/RM are keen to start a Martial Arts Association to eventually compete in the inter-Services championships.

An RN database is being compiled, and any person of any experience interested in such an association should contact LPT Holl on PNB ext 24151 or 24484.

## Cars head south

ORGANISERS of the Cape to Cape 2000 Challenge motor rally are looking for teams to compete in this annual endurance test.

Amateur drivers using standard production vehicles will be expected to drive the length of Europe, from Nordkapp in Norway to Cape Tarifa in Spain - almost 4,000 miles - in the shortest time possible without breaking any speed limits.

Only the start and finish are specified, with each team of three or four planning their own route

The current record is 56 hours 55 minutes, but with a new bridge opening between Sweden and Denmark there is a good chance of a new record.

There are two events, the main challenge and one for sports cars. Both take place between July 2-9.

For more details, contact Tony Stubbs at Motor Challenges Ltd, tel 01252 837414, fax 01252 834079, email [tony@capetocape.co.uk](mailto:tony@capetocape.co.uk), or check the website at [www.capetocape.co.uk](http://www.capetocape.co.uk)

## Royals set a cracking pace

A TESTING cross-country course on a fine but windy day proved to the liking of Cpl Mark Croasdale, who took the RN championship in style, writes Lt Graeme Riley.

Hosted by HMS Sultan, the course included a variety of terrain, from muddy, strength-sapping laps of a landfill site to the wooded tracks and firm grassland of Brown-down.

A group of seven, including six Royals, quickly broke away from the field of 60, and Mark (RM Chivenor), winner of the Washington Marathon and a former British Fell Running champion, took the initiative.

Mark opened up a gap on last year's winner, Cpl Gary Gerrard (Gloucester Careers), and they ran in unchallenged to take the first two places.

In the chasing group was the first veteran, Maj John Rye (CTCRM), a recent gold medallist with the England team, and he wore down his younger oppo-

nents to take third.

Behind him were Cpl Mark Goodridge (HORM), LWTR Paul Levick (RNAS Yeovilton) and WO Steve Payne (RMB Bickleigh), the second veteran.

With the Royal's scoring group of six in the top ten placings, they were comprehensive winners of the team race.

Portsmouth Command's tighter packing edged the Fleet team into third place by one point.

The Royals also dominated the veterans' competition.

With the Navy's top three ladies all running, LWPT Belinda Fear (RNAS Culdrose) reversed last year's inter-Services placings with an impressive display of committed running, finishing almost a minute clear of POWWTR Lindsay Gannon (Northwood).

Third in was POWWTR Vicki Norton (CTCRM), and Plymouth Command took the team honours.

The junior men's race looked good for

last year's inter-Services silver medallist, WTR Mark Adams (HMS Nelson), but two Royals had other ideas.

RCT Sibley (CTCRM) produced an excellent race to finish more than a minute ahead of Adams and RCT Osbourne (CTCRM), who were neck-and-neck until the final 50 metres, when Adams' better-timed kick for home saw him into second place.

The two recruits' efforts saw the Royals take their third team title.

The impressive displays leaves the RN squads in buoyant mood as they approach the inter-Services championships at Aldershot on March 3.

■ Lt Cdr Dai Roberts cruised to victory in the Dutch Navy championships.

Dai, on exchange with the Dutch Navy, was disappointed to lose out on gold in the Dutch inter-Services event, incorporated into the same race - he was out-sprinted in a frantic last 400 metres - but the prospect of a team gold in the British version might cheer him up.

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# Medical get-well plan a 'major achievement'

FORMER Second Sea Lord Admiral Sir John Brigstocke has praised Ministers while clarifying points he made about the Defence Medical Services in a leaked letter he had sent to a colleague.

The letter, which Admiral Brigstocke says was a private one, referred to the "parious state" into which our medical services had been allowed to slip through lack of resources and funding, and a clearly defined future.

However, he did add that the problems had been recognised "at the very highest level" and a programme of improvements was beginning.

In his further statement, Admiral Brigstocke said that the leaking of the letter was inexcusable, but that he stood by its contents.

"I am sad at any embarrassment to Ministers, as their interest in Service people and their families has been impressive," he said.

He had also expressed his views in an

interview in the December edition of *Navy News*, in which he said:

"I have been greatly reassured that two successive Secretaries of State and Armed Forces Ministers have shown greater interest in the welfare of our people than I have known before."

Again speaking of Ministers he has now added: "It is one of their major achievements that they have put in place a realistic get-well package for the Defence Medical Services which, given the necessary funding, will remedy the

flawed 1994 Defence Costs Study decisions over restructuring; but mistakes that serious will take decades to resolve."

*Navy News* has highlighted the problems faced by the DMS in reports over the past few years.

The latest item, which appeared in our December edition, contained the Ministry of Defence response to criticism voiced by the House of Commons Defence Committee over the state of the medical services.

## Service people look for added medical cover

MOST SERVICE people do not want just to rely on health-care facilities provided by Defence Medical Services, a recent survey has shown.

The survey was conducted through a series of "customer focus groups" set up for Naafi Financial Services. According to Naafi's Director of Insurance Services, Keith Frampton, the results provided a useful insight into how Service people viewed their own medical facilities, what they considered the NHS could provide, and what they thought of private medical insurance.

"The facilities provided by the NHS were considered to be fine, when the system worked," said Mr Frampton. "But they were fearful of waiting a considerable length of time for a serious or even routine operation."

"Bearing in mind the lifestyle of the Armed Forces, this creates a very unsatisfactory situation."

To many, private insurance was considered to be too costly, and a combination of options were thought to provide the best solution. Those included a fast-track healthcare plan when the NHS couldn't help quickly enough, treatment in the UK wherever possible, emergency treatment anywhere in the world, the ability to call on a specialist, and dental treatment in the UK.

A 24-hour, overseas helpline staffed by GPs was seen as a priority.

Naafi Financial Services is in conjunction with Warrior Group Ltd, which can be reached on 0800 21 22 23 24.

# PAY RISE OF 3.3% GETS OK

ABLE SEAMEN are getting a pay rise of 3.8 per cent as part of a deal for the Armed Forces which gives an overall increase of 3.3 per cent – above the rate of inflation. Marines, lance-corporals and some junior officers will also get 3.8 per cent.

The figures are contained in the annual report of the Armed Forces Pay Review Body, all of whose recommendations the Government have accepted. They include rises in additional pay, in certain allowances – and in the X-factor. The increases will not be staged and will come into effect in full on April 1.

X-factor pay goes up from 12 to 13 per cent. It is in addition to basic salary and reflects the disadvantages of Service conditions compared with those experienced in civilian life.

For sea-goers and those deployed on such tasks as exercises and UN peace-keeping missions, there are significant rises in Longer Service at Sea Bonus and Longer Separated Service Allowance – ten per cent for lower rates and 25 per cent for middle and upper rates.

While the Ministry of Defence prepares to move to a new specialist pay system, due to come into effect in October next year, additional pay has also been increased – in particular, by five per cent for submariners and some members of the hydrographic service.

For experienced pilots there is a new enhanced rate of flying pay of £30 a day. It will be paid to lieutenant commanders and below who have previously been receiving the top rate for at least four years. All other additional pay will rise by one per cent, except for Reserve bands which will be unchanged.

Food charges for all personnel have been pegged, as have Grade 4 accommodation costs. But other Service family accommodation charges will rise by 5.3 per cent for more senior officers and 3.3 for other ranks.

Single living accommodation charges range from 3.3 per cent for Grade 1 accommodation.

## Brand new Kent shows her paces



● The weather shines on HMS Kent for her arrival at Portsmouth in contrast to her departure from the Clyde.  
Picture: PO(PHOT) Colin Burden

THE FIRST new ship of the century has taken her place in the Fleet – and some of her sailors have already shown they can cope when the going gets tough.

Type 23 frigate HMS Kent was accepted into service at Portsmouth after sailing from Scotland. While she was anchored in the Clyde, a group of her sailors showed what they could do...

With 55-knot winds raking the area, the ship had been sheltering in the lee of the land. When the wind abated the following morning, and anchor was weighed, it was discovered that it had become fouled by 100ft of steel cable.

A seaboat was launched and a party of four, with LS Lisa Keyte as cox'n, struggled in choppy seas and strong winds to clear the anchor.

Cdr John Clink, who took command of the frigate at Portsmouth, said she was drifting to allow the party to work on the problem. Contrary to press reports, Kent was not being blown towards rocks.

"But it was a nice piece of seamanship," said Cdr Clink. "Both anchoring in strong winds and the evolution with the seaboat were challenging for a ship's company of only four days."

## Invincible lift Wren 'critical'

A WOMAN sailor who suffered head and leg injuries in an accident on board HMS Invincible in February was described as being in a stable but critical condition as *Navy News* went to press.

The woman – who has not been named – is believed to have been injured by part of the aircraft lift, and is being treated in the intensive care unit at Queen Alexandra Hospital, Portsmouth.

The aircraft carrier is undergoing refit and maintenance in the city's naval base.

## RM band trip to N. Zealand

ROYAL Marines band members will be in the largest contingent of military musicians to visit New Zealand to take part in the country's Edinburgh Military Tattoo.

The 260 musicians from the RM and Army will perform over four days in the Westpac Trust Stadium, Wellington. The event, on March 10-13, is part of the New Zealand Festival 2000 and has been sold out.

The tattoo includes a full-size replica of Edinburgh Castle from ramparts to One O'clock Gun.

## Marines in big freeze

FOUR Royal Marines planning to be the first unsupported British team to trek 600 miles to the North Pole tested their reactions to Arctic conditions by spending a day in a freezer.

The four, who plan to start the expedition this month, endured temperatures of minus 30C at the Institute of Naval Medicine, Alverstoke.

They are Cpls Alan Chambers (leader), Jason Garland, Charlie Paton and Paul Jones, all of 42 Commando.

## FLEET IS FIGHTING FIT

■ From front page  
to be juggled to achieve pragmatic results. "Notwithstanding some media speculation to the contrary, this I am doing satisfactorily, and the Fleet is meeting its key performance targets..."

"My real concern lies with the debilitating effect which partially informed comment has on the

morale and motivation of my people whom I keep fully briefed as to why programmes sometimes change.

"They can, in general, accept the realities of the financial situation but dislike being the focus of inaccurate implications that they and the Navy they serve are, as a consequence, unfit to fight and win. This has not been and is not the case, and I have no intention of letting it become so."

Defence Secretary Geoff Hoon joined the fray by attacking the press reports in his speech at the Royal Navy Club Founders' Day dinner. Earlier he had announced that the defence budget for this financial year would be increased by nearly £600 million to take account of the cost of operations in

Kosovo and Bosnia.

The change brings the current Defence Budget to nearer £23 billion, with operating cost limits lifted by almost £780 million, from 15.9 billion to about 16.7 billion.

Mr Hoon said the increase would be met from the Government's Contingency Reserve and would not add to this year's planned total of public expenditure.

His statement came the day after a critical report by the House of Commons Defence Committee over what they saw as a mismatch between resources and commitments for the Armed Forces.

Among the concerns voiced by the all-party group was that the present high level of commitment was largely responsible for reten-

tion problems.

Overall, the Committee felt that the state of the defence budget was sufficiently poor to give rise to serious concern, and concluded:

"The cumulative evidence of cancelled exercises, delayed equipment programmes and of resources apparently insufficient to reverse the problems of overstretch and undermanning, suggest that if the wheels have not yet come off SDR (the Strategic Defence Review), they are certainly beginning to wobble alarmingly."

"The Department's finances should be re-balanced in the current Spending Review. Commitments and resources have to be brought back into line, or we risk finding ourselves stumbling from one crisis to the next."

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# China Syndrome

**The Royal Navy and the Boxer Rebellion**



**FRONT COVER:** *Tsu Hsi, the Dowager Empress of China in 1900. Inset: Vice Admiral Sir Edward Seymour, leader of the International Naval Brigade sent to relieve the besieged Legations at Peking.*

TSU HSI, the Dowager Empress of China, was a remarkable figure in the world political scene of the latter half of the 19th century.

The second wife of the Hsien Feng Emperor, who died in 1861, she had never really been much more than a concubine during her husband's lifetime, and owed her title and the authority she later exercised as Co-regent entirely to the fact that she was the new child-emperor's mother. Three years after T'ung Chih's minority came to an end, he died of smallpox and, since his father had no other son, Tsu Hsi moved quickly to support the candidacy of the infant son of her younger sister, who had married one of Hsien Feng's brothers.

T'ung Chih's own Consort, Alute, had fallen pregnant in the last months of his reign – but Tsu Hsi removed this complication by suggesting that "as the Empress is so downcast by the loss of her husband she ought to consider following him."

Alute took the hint and committed suicide on March 27, 1875 – allowing Tsu Hsi another long period of Regency. The new emperor, Kuang Hsu, remained in thrall to his formidable aunt for the rest of his life – and she maintained her position with ruthless tenacity. Driven from Peking by the Allied Expeditionary Force in 1900, Tsu Hsi dragged him along in her train – after he was forced to witness another example of her cruelty when his faithful Pearl Concubine was flung to her death in one of the Palace wells.

Kuang Hsu died on November 14, 1908. His widow, Lung Yu, would henceforth be the new Empress Dowager, with Prince Ch'un – father of the very last Emperor, P'u Yi, recently celebrated in Bertolucci's epic film – as Regent.

Everybody still expected Tsu Hsi to stay in the chair, though. She went to bed, tired and happy after her exertions to that end. Next day she was busy in conference all morning – but at lunch she had a seizure. And at 3p.m. she died.

The common people of Peking, who had a sneaking sympathy for the evil, feisty old dame, mourned her. The rest of the country cried with relief.

P'u Yi later gained notoriety as the puppet monarch used by the Japanese in their occupation of Manchuria – and wound up as a minor functionary of the Communist Government in his old capital of Peking.



● **AFTER THE SIEGE:** Vice Admiral Sir Edward Seymour (third left) with Viceroy Lin Kim Ni and other notables. His Flag Captain, John Jellicoe, looks on (right). Jellicoe – later to command the Grand Fleet at the Battle of Jutland – was wounded leading a bayonet charge against the Boxers.

# The sleeping giant stirs...

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China, a century ago, under the 350-year rule of the moribund Manchu dynasty, was wide open for exploitation and had been duly carved up into 'concessions' and 'leases'. Smouldering anger at the depredations of the 'foreign devils' found a focus in an extreme nationalist sect – the Boxers. When representatives of the foreign powers found themselves suddenly besieged in their Legations at Peking, an International Relief Column was sent to rescue them.

*Richard Brooks tells how they met with unexpectedly stiff opposition.*

**I**F THE Boxer Rebellion is remembered at all today, it is for the siege of the international Legations in Peking. Most of the garrison were seamen or marines of various nationalities – but the conflict has a wider naval interest.

Its opening stages were sustained by 7,000 sailors and marines from warships moored off the mouth of the Peiho River. These came from the Austrian, German, Italian, Japanese, Russian and United States navies, besides the Royal Navy.

The Boxer Rebellion was a searing experience for the sailors and marines caught up in it. Battle casualties were proportionately far higher than in the contemporaneous Boer War in South Africa, racial feeling and the cruelty of the conflict causing an unusual degree of mutual antipathy between the antagonists.

One of the most dramatic episodes in the history of naval brigades, the Boxer Rebellion was the last occasion in which such formations would be employed on so large a scale.

The events of the Boxer Rebellion of 1900 form a more complex narrative than a view centred on the Legations might suggest. Chinese insurgents – the Society of Righteous Harmonious Fists, hence 'Boxers' – overran the whole area around Peking and the foreign 'concessions' at Tientsin. The latter had to be secured before any relief force could set off for the beleaguered Legations.

'Concessions' and 'leases' to foreign powers during the late 19th century, and the activities of Christian missionaries, provoked an understandable Chinese reaction against foreign interference in the 1890s. Attacks on railways and mission stations became serious enough in May 1900 for British representatives in Peking and Tientsin to request help from the Royal Navy's China Squadron.

The C-in-C, Vice-Admiral Sir



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(Navy News)



*'The general history of our dealings with China has been that we have forced ourselves upon them and into their country. I believe we are too apt to forget this.'*

— Vice-Admiral Sir Edward Seymour

Edward Seymour, had twice seen service in China – and he was unwilling to resort to force: "The general history of our dealings with China has been that we have forced ourselves upon them and into their country. I believe we are too apt to forget this."

The Consul at Tientsin urged "active measures of hostility" – but Seymour demurred: "Our mission here was solely for the protection of European lives." He simply reinforced existing diplomatic guards: 76 Royal Marines at Peking with a .45 calibre Nordenfeldt, a Naval armourer, signaller and sick berth attendant; 130 seamen and marines at the Tientsin Consulate with a 9pdr RML gun.

A telegram from the Legations on June 9 hardened Seymour's attitude: unless Peking were relieved soon it would be too late.

Such was his confidence that he started without awaiting Admiralty approval, hoping his colleagues would co-operate. Such was his authority that they did. Over the next two days an international Naval Brigade of four trains and 2,072 men set off along 80 miles of sabotaged railway line from Tientsin to Peking.

The *Army and Navy Gazette* misleadingly described this expedition as "Seymour's Dash to Peking". In fact the international column moved slowly, replacing hundreds of yards of torn-up track, and never got more than halfway to Peking.

It saw off several Boxer attacks, almost without allied loss – but saboteurs cut the line behind them. On June 18, Imperial troops, recognisable by their banners and magazine rifles, joined the Boxers.

Already nervous about the supply situation, the allies abandoned their trains and personal gear – including the officers' full dress uniforms, which they had hoped to wear in Peking – and retreated down the left bank of the Peiho. Fifty wounded and the heavy weapons followed in four junks.

The next few days were a nightmare, marching 16 hours a day on half rations under continual fire with a steady toll of casualties. One of them was John Jellicoe, Seymour's Flag Captain, wounded leading a bayonet charge. Had the Boxers shot a little better, they might have changed the course of the Battle of Jutland...

A Reuters correspondent with the column was understandably depressed: "The great matter for anxiety is the ammunition supply... When it is finished I am much afraid the column is finished also."

Luckily for him, his messmates were too busy to think, "the midshipman of 14 cheering on his half-company with a heavy heart and an empty stomach, or the bluejacket or marine marching without boots 'to save his feet'."

By the small hours of June 22 the allies were at the end of their tether. They had lost their guns, were short of ammunition, and the junks were overflowing with wounded. All the puggarees from the marines' and officers' helmets had gone for bandages.

By accident, the column stumbled across and captured a Chinese arsenal at Hsiku. Here they found

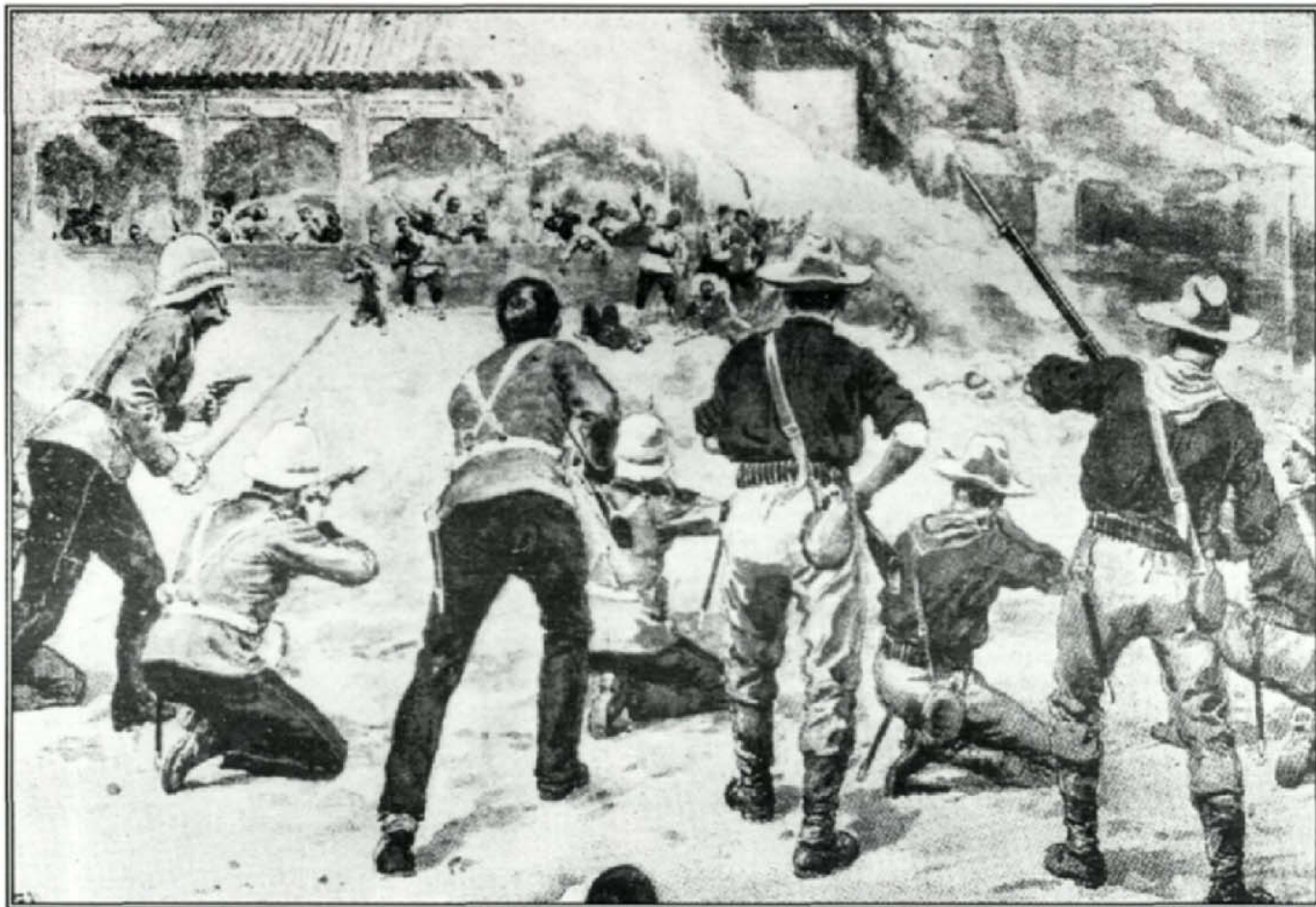
food and cover as well as enormous quantities of arms and ammunition. Seymour commented drily: "Prospects were now somewhat better than they had been." He could hold out more or less indefinitely, but 230 wounded were too many to remove. There had been no news from Tientsin since June 13.

Seymour had left Capt Edward Bayly of HMS *Aurora* in charge of the British forces at Tientsin. He had instructions to maintain rail links with the relief force, but this became impossible as Boxers ripped up the track within sight of the railway station.

Significant reinforcements arrived, including 150 bluejackets under Cdr David Beatty of HMS *Barfleur*, just before the Boxers cut telegraphic and rail links between Tientsin and the allied squadron on June 15. Sniping and incendiary began at once, with heavy fighting on the 18th and 19th when regular Chinese soldiers joined the Boxers.

The pivotal events of the rising took place at Taku – a traditional flashpoint for Sino-European relations. The allied attack on the forts on June 17 at once intensified the conflict, and contained the seeds of its resolution. Senior naval officers 13 miles off the shallow Peiho estuary, and in imperfect touch with events ashore, were alarmed by Chinese troop movements and rumours of electrically detonated mines. Fearful for Tientsin and Seymour's column, which had vanished into thin air, a council of war decided to take control of the forts – with or without Chinese agreement.

This may have provoked the Imperial Army to join the Boxers attacking Seymour and Tientsin, or it may have pre-empted deliberate Chinese military action. Either way, it allowed the relief of Tientsin on June 23 by a mixed force, including a party under Cdr Cradock of HMS *Alacrity*. Coincidentally with the reinforce-



● **ANGLO-US CO-OPERATION:** The Royal Marines and the United States Marine Corps join forces at Peking. There were hopes that joint action against the Boxer Rebellion would begin an era of international global policing.

ments came news of Seymour's force surrounded in the Hsiku Arsenal, a happy conjunction resulting in their rescue and return to Tientsin on June 26.

International forces were strong enough to capture Tientsin's Walled City on July 13-14. Most of the Naval Brigades returned to their ships by July 20. Some returned for the relief of Peking in August with three 12pdr field guns – the only naval guns to reach the Imperial City.

Even this bald narrative shows that the Boxer rebellion far exceeded previous conflicts with China in the 1840s and 50s. The *hankish Army and Navy Gazette* complained that the Navy had been asked to undertake military operations once too often:

... the Powers have been so busily engaged in trying to secure a generous portion of the leviathan's inheritance that they forgot the leviathan. So far from being dead, as they have all taken for granted, he seems to be very much alive and boiling with fanatical passion."

This was certainly true of the Boxers, who possessed a supreme indifference to rifle fire. A participant in "Seymour's Dash" commented on the awful unreality of mowing them down a few yards from the trains. The big .45 calibre bullets of the Maxim laid them down in heaps, while the humane nickel-coated rounds of the Lee Metfords "failed altogether to stop these pertinacious swordsmen, unless it struck a vital spot."

The only fatal casualties the Boxers appear to have inflicted in the early stages of the Dash were five Italian sailors caught playing cards when they should have been keeping watch.

The Boxers had more success inspiring low-level popular resistance. Masses of Chinese tore up the railway track with their hands, lit fires beneath bridges, and twisted the rails in the flames of burning sleepers. Bluejacket railwaymen worked with a will, seeming to enjoy the novel experience – but the extent of the damage exceeded

the resources available for repairs. A repair train sent after Seymour was still in sight from Tientsin a day later.

Bayly had to deal with mass obstruction at the station, "doubling a company up and down the platform, the Chinese flying in all directions."

Not all Chinese supported the Boxers, but the insurgents could force them to remove supplies, or use them as cover for spies and snipers who infested the Tientsin settlement. Those caught were instantly shot, but "nothing

seemed to check the system of espionage which enabled the Chinese to know the time and meaning of every movement which took place." It was impossible to expel all native Chinese, as many were Christian refugees facing torture and death at the hands of the Boxers.

Other moral dilemmas, typical of later "People's Wars", became apparent during the retreat to Hsiku. It was found necessary to burn the villages: "a tiresome and

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# The Chinese most gallant

disgusting task." Officers were distressed to see old people sitting by the remains of their homes, and tried to stop their sore-trying men from roughing up the inhabitants: "peaceful villagers wot sells us chickens by day and snipes by night."

The Boxers may have been an ill-armed rabble – but the Imperial Chinese Army was "a hardy and arrogant foe" who believed in their leaders and their cause. Western military assistance had made the Chinese soldiers of 1900 a different proposition to their ill-armed predecessors. Sgt G. F. Cooper, RMLI was trapped in the Hsiku arsenal during Seymour's Dash. He found boxes full of the latest weapons, complete with instruction manuals: "It struck me how foolish the nations were to train Orientals in the arts of modern warfare or supply them with such materials . . . There seemed to be everything required for war, from the old round shot of the old muzzle loader and wood fuses to the latest quick-firing guns and ammunition . . . And someone told me afterwards at home that we only had to fight against bows and arrows."

Chinese regulars had knocked over six of his section of 15 Royal Marines with one volley: "They can shoot after all" remarked one of ours. Ambushes were a favourite tactic. One at Tientsin claimed 15 casualties within a few minutes, including Cdr Beatty, whom they hit twice.

Chinese gunners had modern artillery pieces that outranged anything available to British Naval Brigades – and they knew how to use them from concealed positions. Seamen gunners made up for poor equipment with skill and courage. Bayly posted a 9pdr "under the wall of the Consulate from the roof of which a good view could be obtained, in the hope that by directions from the roof we should be able to silence the Chinese field guns which were entirely hidden from our position by a half-burnt village."

Two or three shells did the job, but not before return fire mortally wounded Lt Wright in the head. Souvenir photographs of his mangled binoculars appeared in contemporary albums beside gruesome snapshots of Boxer atrocities.

Chinese infantry rarely stood a bayonet charge – but their training and morale was not much inferior to that of their naval opponents. General Nieh's troops attacked the Hsiku arsenal in European style skirmish lines, and were most discontented, said a prisoner, at their lack of success. During the attack on the Walled City "the Chinese most gallantly stuck to their position, keeping up a heavy rifle fire until literally swept away, wall and

all," he later commented.

The allies only entered Tientsin overnight, after the defenders had left in good order.

Seymour's Dash depended on the Imperial Army standing aside – and their intervention made his retreat inevitable. The Chinese only just failed to annihilate the so-called relief force, which met a subdued reception on its return to Tientsin: "There was hardly a spectator who would not have found his voice choked with emotion had he tried to cheer. It was the first experience of anything of the kind, and the contrast between the jaunty smartness of the column when it started for Peking, and the ghastly bedraggled footsore men who came back, was too marked to be pleasant."

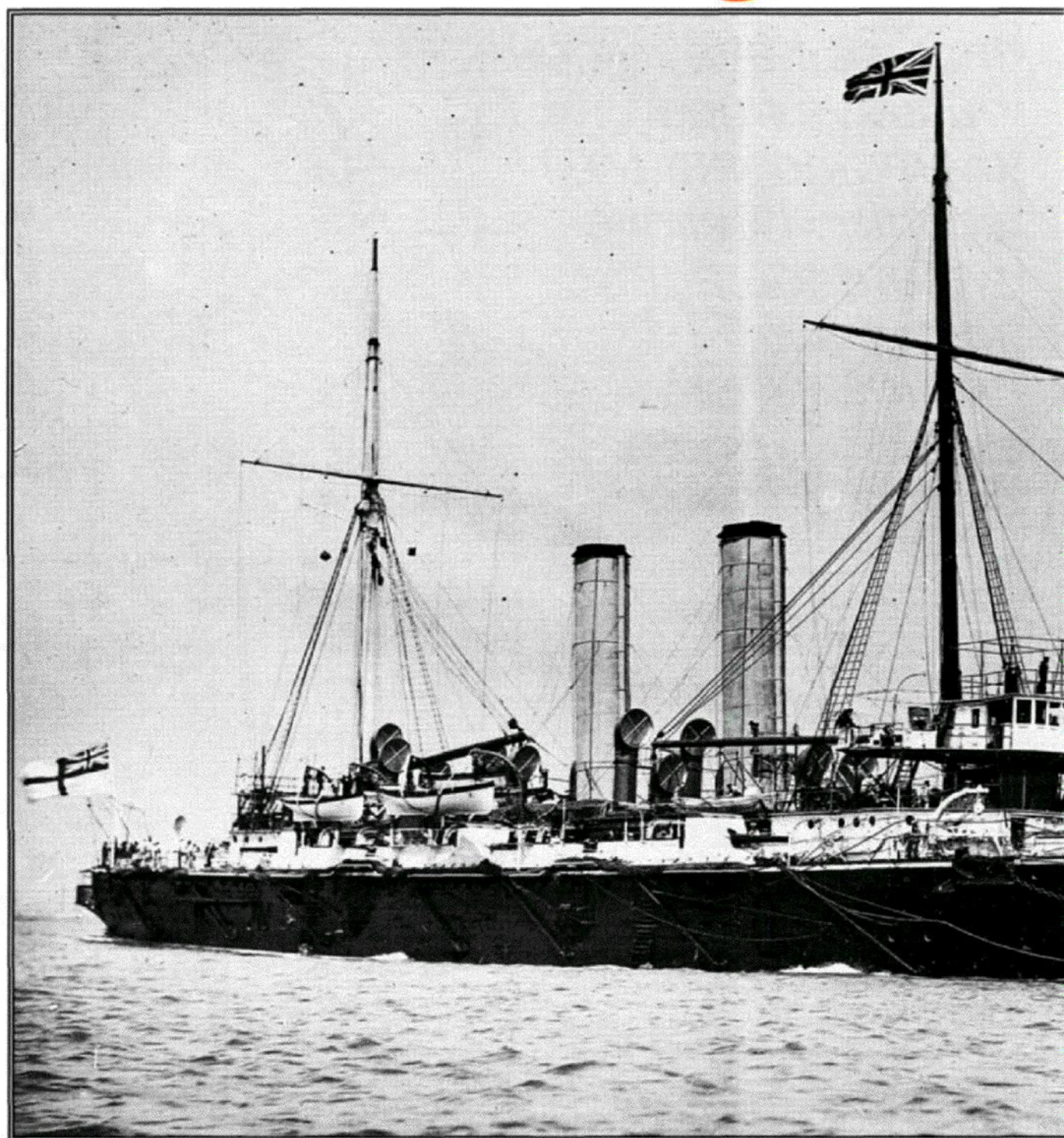
Capt Bayly had never expected to see any of them again. Sgt Cooper was glad to be back among friends, but found the occasion a sad one, carriers barely able to stand, struggling along with the wounded on improvised stretchers: "We altogether presented a very damaged appearance."

**S**o did the foreign concession: buildings burnt down or riddled with shell holes, every tree and wall studded with bullets which littered the barricaded streets.

The Royal Navy had no monopoly of the means of maritime power projection. The French had long trained their sailors as *fusilier-marins*, while their *Infanterie de la Marine* were tough, long-service professionals recruited for colonial campaigns. Both had fought ashore with distinction during the Franco-Prussian war of 1870. An RMLI sergeant invalidated home from China thought the French "excellent comrades, sharing everything while in the field. The men of the French Marine Infantry were the bonds which united the foreign detachments." Seymour told the commander of their naval landing party that he regarded them as the first detachment of his force.

New naval competitors had emerged: the Imperial German and Japanese navies and the US Navy. The English-speaking contingents co-operated well, although Sgt Cooper was astonished by a US Marine's complaint about the lack of syrup with his canned peaches, when everyone else was living on a quarter pound of biscuit a day.

Capt McCalla of USS Newark took personal command of a company of British bluejackets, while Royal Naval surgeons cared for both nations' wounded. McCalla was particularly concerned to draw attention to the heroism of two British seamen, who leapt into the



Peiho to tow a junk full of American wounded out of the line of fire during the attack on the Hsiku arsenal. Both received Gold Medals from the Life-Saving Association of New York and letters of thanks from the Secretary of

the US Navy. At Tientsin British seamen went to the support of the 9th US Infantry under unexpectedly heavy fire, and helped clear their numerous casualties.

Russian infantrymen greatly admired Beatty for his coolness under fire, and cheered Lt Wright as he brought his single 9pdr into action at Tientsin railway station, when their own battery had left the field in disorder.

There was surprisingly little dissension during Seymour's Dash. Seymour thought their all being naval men together allowed him to exercise an informal command: "They were very nice to me, and as it went on more and more, said 'a vos ordres, and whatever you say we will do.'"

Capt McCalla attributed the harmony to Seymour's tact and leadership. Seymour was, of course, the most senior officer present, with much the largest contingent, but he also had an absolutely fearless sense of responsibility. He was constantly with the advance guard, risking his life so freely that officers of both English-speaking navies, and the French, feared for his safety. His sudden departure for Peking drew sharp criticism. *The Army and Navy Gazette* pointed out that the Navy usually acted in concert with the Army, or on the seaboard. Peking was 80 miles inland, and contained no significant British force:

"In the whole course of our naval history it may be doubted if a parallel case can be found for the despatch of a Naval Brigade in such circumstances as those existing in China at the present moment. Perhaps the nearest is Nelson's move to aid the Neapolitans, but it was strongly condemned by the

Admiralty, and the conditions were infinitely more favourable to success in his case than in Admiral Seymour's."

Seymour's despatches produced a change of tack, the paper claiming they bore out everything it had always said. There had been every hope of success at the moment of departure, when there was no reason to doubt the friendly disposition of the Chinese authorities. Seymour himself was unapologetic: "I never regretted I had started as I could not have respected myself if I had not done so."

**N**aval Brigades during the Boxer Rebellion fought mainly with rifle and bayonet. Where attackers could approach Chinese positions under cover, noisy bayonet charges were an effective tactic, but the flat, open terrain outside Tientsin provided a foretaste of the tactical stalemate caused by modern weapons during World War I. Total allied losses during the attack on Tientsin's Walled City were 879 out of 4,800, a higher percentage of the total force than in any action of the almost contemporary Boer War:

"The artillery fire of the Chinese was very accurate, and we had many casualties. Capt Lloyd was killed by a rifle bullet in the neck. The shells screamed and the rifle bullets whined over our heads. Most of us bobbed when we heard them, but of course that was no use, as we only heard them when it was too late to bob. The ones that hit done it silently, it was the fellow hit that made the noise."

The firefight lasted all day, extended lines of riflemen lying

behind such cover as there was, only moving when the enemy got the range. Rushing for cover behind a wall, Sgt Cooper received a bullet through the thigh: "That put me out of the operation for good."

The obsolete guns available at the start of the uprising were "a disgrace to the glorious service which at that time had to use them." None of the ships on the China Station had received the "new" 12pdr field gun introduced almost ten years before. The old 9pdr RML demanded a heroic style of gunnery. HMS Orlando's field gun crew trundled their gun up by hand to save the day at the railway station, "teed up like a golf ball in front of the platform, the mark of every hostile gun, it was fought to such purpose that it indisputably turned almost certain defeat into a grand victory." The price was five No 1s down in as many minutes, and a crew of 20 reduced to two officers and two ratings in half an hour.

The advent of HMS Terrible improved the odds. Capt Percy Scott mounted three of her 12pdr guns on improvised field carriages. Supported by 4-in guns from HMS Algerine, they subdued Chinese rifle fire during the attack on the Walled City. Fire control techniques were notably modern. Bayly directed the guns by telephone from an observation post on the Gordon Hall, some of the gun positions being out of sight of their targets. The British military commander was duly appreciative:

"The success of the operations was largely due to the manner in which the naval guns were worked by Lt Drummond, RN, the accuracy of their fire alone rendering



● SAVING THE DAY: HMS Orlando's Nordenfeldt crew at Tientsin – where the ship's field gunners defending the railway station turned "almost certain defeat into a grand victory"



# ntly stuck to their position'



● **IN LOVING MEMORY:** Left, the 1891 first-class cruiser HMS Endymion. Above and right: Bob Hookway of Cosham, Hants, sent Navy News this memorial card, posted home by his wife's grandfather, Chief Stoker Charles Larcombe – "Inscribed by the Endymion's ship's company in loving memory" of 12 "shipmates and comrades who were killed or succumbed to injuries while nobly fighting with Admiral Seymour's expeditionary column in its gallant attempt to reach Peking".



steady fire on the part of the troops possible against the strong Chinese position, and largely reducing the number of casualties."

The General requested a naval battery to accompany the planned Peking relief column, which Seymour agreed to send: 150 seamen with three 12pdr and two 4-in guns. However, he demurred at 300 marines: "not easy to give so many in view of the fact that the Navy must be ready for a perhaps serious outbreak on the Tung-Tu or Shanghai."

There was no question of trundling 12pdrs to Peking by hand.

Capt Bayly at Tientsin ordered limbers of Oregon pine and sets of pony harness, which permitted the prompt removal of disabled animals.

The advance to Peking was anti-climactic, although trying to the troops "being quite unable to march during the day on account of the heat, dust and high crops which kept out every breath of air. However, we never did more than 15 miles a day and generally ten... The junks kept up in a wonderful way, a good southerly wind nearly every day helped them on well. Only two fights on the way, the first

two days out from Si Ku Arsenal (sic), but never cut the enemy up, nor took their guns."

Sgt Cooper had already experienced a Chinese summer:

"The heat was beyond anything people living in England could conceive. I took my coat and shirt off and got one man to pour a bucket of water all over me. It was what I should imagine an ice cream in Hell would feel like. We used to fill our helmets with water from the river and put them on, letting the water run down all over us under our clothes. It soon dried, and we were as hot as ever."

On August 13, 1900, while the Japanese and Americans saw heavy fighting, the British walked in the south-east gate of Peking's Chinese city unopposed, risked a short cut through the Tartar city, and entered the Legations by a small side gate. The new arrivals were greatly impressed by the Legations' defences, the barricades only a few yards apart: "Take it all round, we were here none too soon."

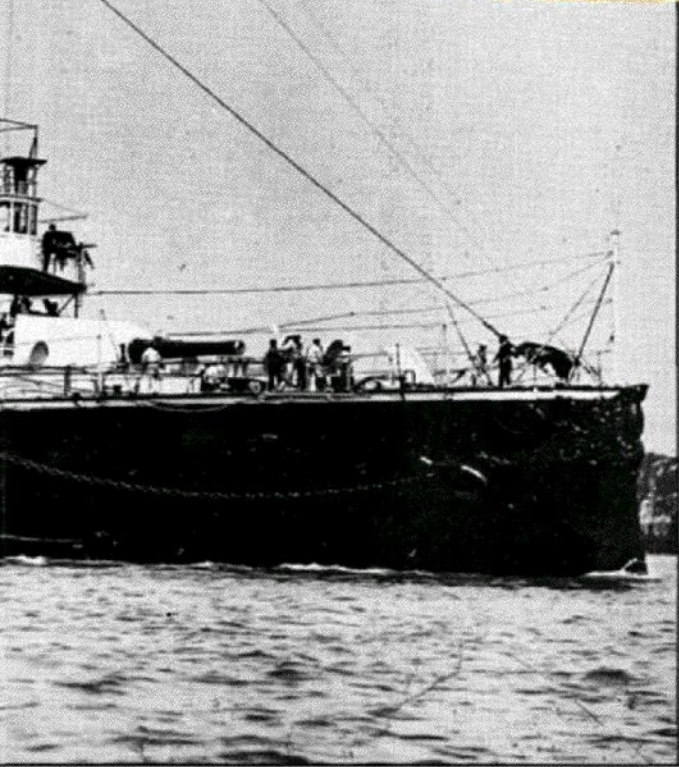
Naval participation in the Relief of the Peking Legations naturally recalled the part played by HMS Shannon's Naval Brigade during the Indian Mutiny of 1857. Like the Residency at Lucknow, the Legations were under continual close-range fire, with a constant risk of incendiarism and mines. Numerous foreign and Chinese civilians swelled the garrison

**F**ew can have had any illusions as to their fate if overrun by the Boxers. Cpl F. G. Smith RMLI of HMS Orlando helped rescue 500 Roman Catholics before the Imperial Army invested the Legations:

"Some were only half clad, some cut and hacked about most dreadfully. It could not be described by pen... the bad cases were put in carts we had brought for that purpose, the others walked by them. It was a sight enough to turn the hardest heart sick."

At least four Royal Marines kept siege diaries. Smith wrote his up for a lecture at the Portland Sailors and Soldiers Home in 1902. His account is sometimes florid, but its professional audience guarantees its plausibility, if not its precise accuracy. The marines sent up from Tientsin at the end of May had three weeks to prepare for the siege. The imperial Chinese authorities gave the European diplomatic corps notice to quit on June 19, but the subsequent murder of the German Ambassador did not encourage anyone to move. Horses and mules were collected for the pot, rice commandeered from shops, walls and windows built up or blocked: "All the men were told off for different positions, and served out with as much ammunition as they could carry."

The first shots into the Legations were fired on June 21. A Royal Marine nailed up the Union Jack:



● **THE TRAIN TAKES THE STRAIN:** During 'Seymour's Dash' progress was actually slow as the Boxers tore up the track and twisted the rails in bonfires made of the sleepers.

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● The Taku Forts under RN occupation after the attack of June 17, 1900. Inset: one of the destroyed fort guns.



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# 'Sha! Sha! Sha!' (*'Kill! Kill! Kill!'*)

"although it was torn in rags by bullets, it was not pulled down in three days, as they swore on their heads to do." Cpl Smith appears to have found divine support:

"Many were the lessons that were learnt in those horrible days that followed. There are very few who took part in that awful time can look back and say, 'There is no God'. It was nothing but firing, the Chinese keeping up a wild fire day and night."

It was otherwise with the defenders. The British had 240 rounds per man, to last "we knew not how long. The only artillery was two machine-guns - and Betsy, the International Gun. She was an 1860-vintage British gun barrel found in a burnt-out

shop, mounted on an Italian field carriage, loaded with Russian shells and fired by Gunner Mitchell, USN: "It used to cause sport at first, but we soon used up all our lead." To save Lee Metford cartridges, the marines threw bricks, or sniped with old Martini Henrys borrowed from Legation watchmen.

**T**here were frequent sorties to keep snipers and fire-raisers at bay. Smith took part in two. Capt Lewis Halliday RMLI won the VC in the first, dropping four Chinese with his revolver after they had shot him in the shoulder.

In the second - "a night never to be forgotten by anyone who took part in it" - Capt Myers, USMC led 26 British and American marines through torrential rain to pull down a snipers' tower just 15 yards from the defenders' barricades: "The Chinese were taught a lesson that night and they never forgot it, for we could never catch them napping again."

As early as June 28 Smith was "getting tired of it. There did not seem to be so much sport now." The cemetery was full, and food becoming scarce. The daily ration was 6oz of horse or mule, and 12oz of rice, "which we ate with relish after we got used to it... then they cut it down much finer, and we were getting finer." Sometimes there was an excuse for bread, washed down with green tea.

Fighting was not continuous. A ceasefire lasted from July 18 until a week before the end of the siege, perhaps a psychological ploy to reduce the garrison's vigilance. During an earlier ceasefire, Chinese soldiers hung up a poster offering protection against the Boxers - if the defenders agreed to be escorted down to Tientsin. They even offered food, if the garrison would tell them exactly how many required to be fed. At other times the besiegers contented themselves with sending in messengers with false information, or blowing horns and shouting "Sha! Sha! Sha! kill! kill! kill!"

The approach of the relief column spurred the Chinese on to renewed aggression - and Smith to fresh heights of eloquence. He may have been laying it on thick for the benefit of his audience, but one cannot doubt "the pen cannot express the feelings

## WARSHIPS

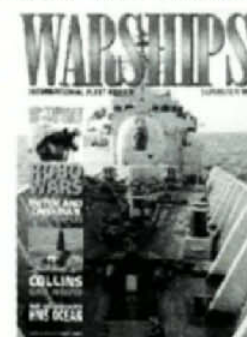
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# 'Had no pain to speak of'

**A**RRIVING at Taku in HMS Orlando, Capt Lewis Stratford Tollemache Halliday, RMLI left by train on May 31, 1900 for Peking, where he took command of the British contingent.

By June 8 refugees were streaming into the compounds. Boxer attacks began in earnest on the 14th. Halliday recorded the incident on June 24 that earned him the VC in his diary:

"I was sent with six Marines and six civilians to help the Japs, who, however, said they were able to hold their own: so came back to find a bad attack on the south-west stable. Led sorties among some ruined houses. Went down a narrow alley and came upon five men with rifles round the corner of a house.

"One immediately plugged me in the shoulder, cutting the left brace of my Sam Browne belt in half. I then began to empty my revolver into them, as they were only a yard away there was no question of missing. I finished four and the fifth bolted round another corner.

"The men had then come up and I told them to go on. I found my way back to the hole in the wall through which I was helped. Poole helped me to the hospital and dressed me there. Had no pain to speak of. That finished my active share in the siege which was rather hard luck."

For some days, the surgeons feared Halliday's wound

was mortal – fired at point-blank range, the bullet had carried away part of the lung – and he was still in hospital on August 15, when the siege was over and he received Queen Victoria's message of congratulations and thanks.

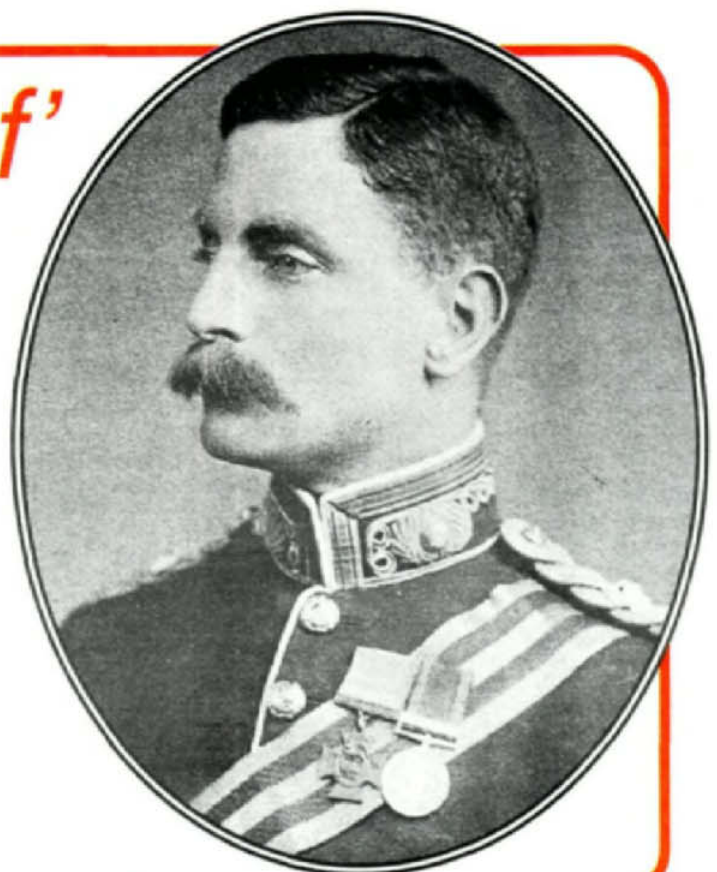
He recovered, though, being embarked with other wounded in the SS Jelunga and returned to England where he became a patient of Miss Agnes Kayser at her hospital for officers at Grosvenor Square, London.

While recovering he was promoted Brevet-Major and was awarded the VC on January 1, 1901. Twenty-one days later Queen Victoria died and Halliday noted:

"At the funeral ... some of us 'walking wounded' in a nearby London hospital were allowed to watch the procession from a window in Picadilly overlooking the Green Park. I was proud to see that the troops lining the street below us was a fine Battalion of RMLI."

In World War I Halliday served as a General Staff officer in Malta and France. Promoted Colonel in 1920, he was appointed ADC to the King in 1924. The following year he became Major General and was appointed Adjutant-General, Royal Marines in 1927, being promoted General while in office.

He was knighted in 1930, shortly afterward retiring at his own request, and was for the next 20 years Deputy Lieutenant for Devon. He died in 1966 at the age of 96.



# 'Many were the hearty handgrips that afternoon'

that came to each heart" when relieving guns were heard on August 14.

Smith's own shipmates of the RM Battalion arrived next day: "Left behind at Tientsin three months ago, and never expected to see again. Many were the hearty handgrips that afternoon." Half the marine detachment's 18,000 rounds of ammunition still remained – evidence of their steadiness and careful shooting.

Smith was lucky to complete his diary unscathed. The other siege diarists were all wounded. All three officers were casualties, RM casualties totalling three killed and 23 wounded out of the original 79. This was twice the average rate for the campaign, but RN casualties were generally high: 359 out of 2,207.

More naval personnel were landed during the Boxer Rebellion

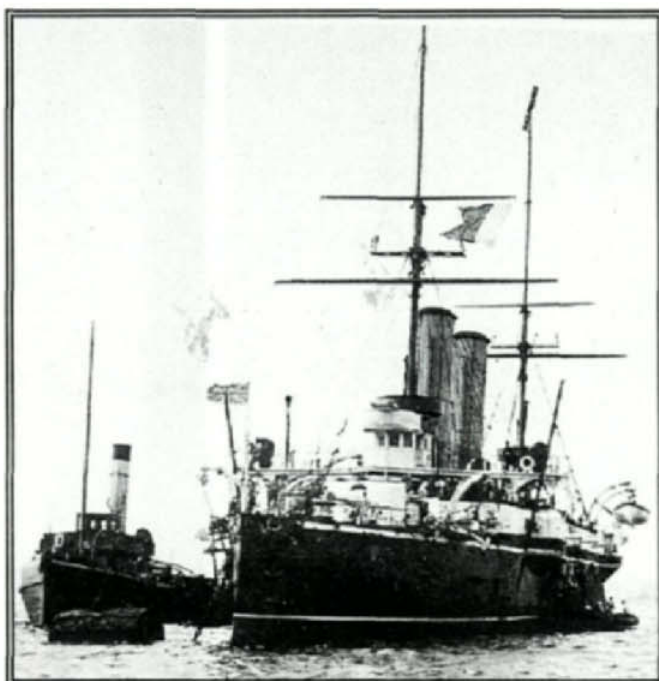
than in the Boer War, suffering more casualties in a much shorter period. The contrast struck Capt Bayly, who compared the one-sixth casualties suffered by the Navy at Tientsin with one-fourteenth losses suffered by the British Army at Spion Kop, the bloodiest action of the Boer War.

Bayly was not entirely fair; losses at Spion Kop fell upon a few battalions who lost almost half their numbers. However, his analysis shows the strain placed on ships' crews facing three ways at once: Seymour's Dash, Tientsin and the Taku Forts. Cradock's landing party were the gleanings of the fleet, armed with a few rifles, cutlasses, pistols, tomahawks and boarding pikes. When Roger Keyes had to cut out four Chinese destroyers, his stokers carried their

● Turn to next page



● Capture of a Boxer standard by Sgt Preston, RMLI – from The Regiment magazine.



● The 1886 armoured cruiser HMS Orlando, whose field gun crew saved the day at Tientsin railway station.



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*'We got no Tam o'Shanter caps,  
No chocolates in a box,  
No knitted stockings came our way,  
But we gave the Boxers socks'*

fire irons. Bayly was not alone in feeling that the Boer War unfairly overshadowed events in China. Seymour's memoirs remarked on the lack of a medal clasp for the defence of Tientsin: "especially when it is compared to what some clasps were given for in another continent at about the same time." "Naval R. K." wrote: Only those that fought Kruger, Are allowed to give themselves airs:

*We got no Tam o'Shanter caps,  
No chocolates in a box,  
No knitted stockings came our way,*

*But we gave the Boxers socks.*  
Three doubtfully authentic members of the lower deck thanked all concerned for the numerous messages of appreciation for their efforts at Tientsin:

"They regret that they are unable to communicate to the Press any of the contents or terms of these telegrams or letters owing to the unfortunate fact that they have not yet been received, but doubtless, as every other force concerned in any way with the operations in North China... have received such telegrams and letters, those referred to must have been mislaid or delayed in trans-

mission... Signed: Jack Ragbag - Able Seaman, Seaman Gunner, torpedo man and diver; Joseph Brasswork - Royal Marine; Peter Piston - Stoker, mechanic, and provider of sanitation and water for Tientsin."

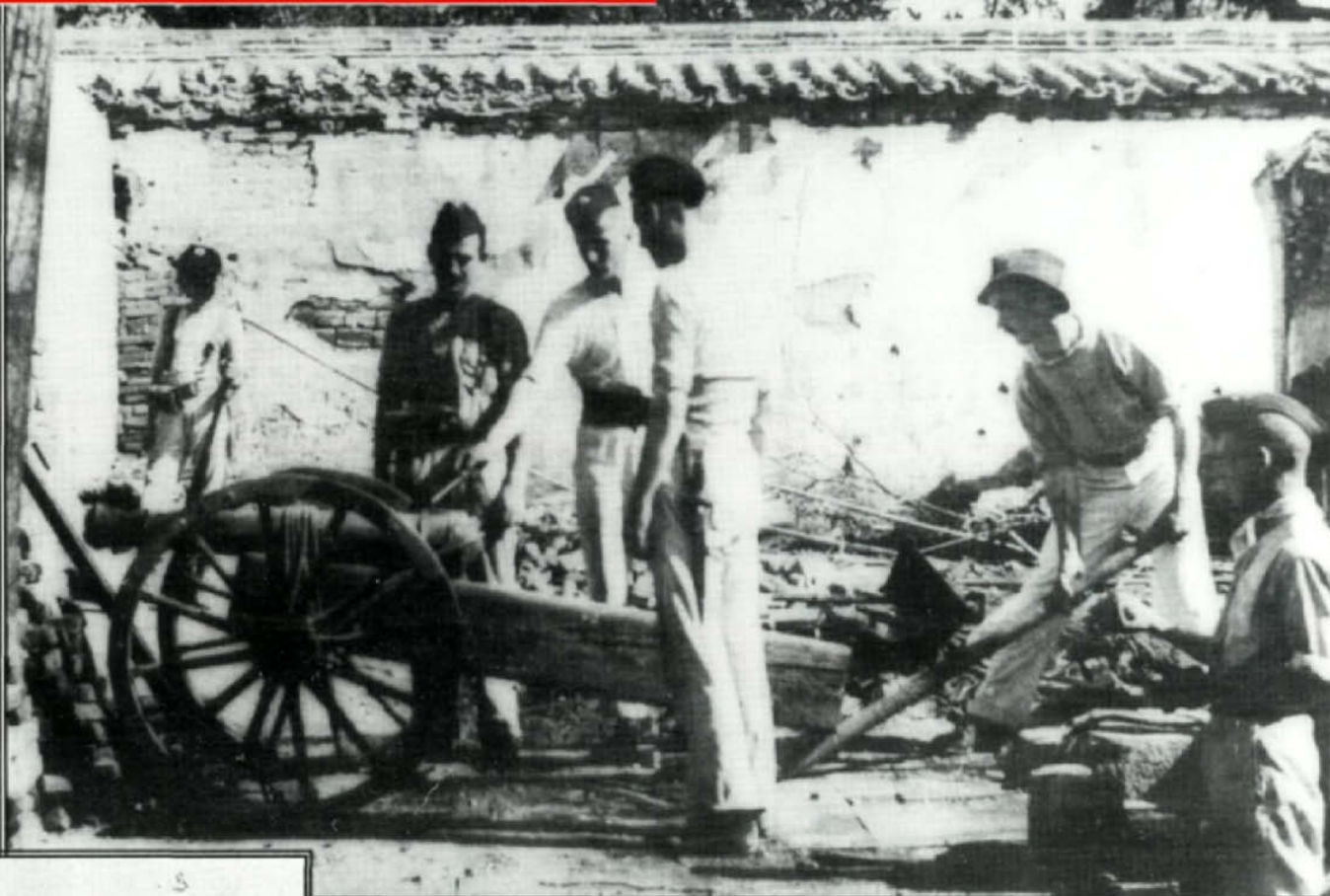
Even those saved from the Boxers showed scant gratitude. The Gordon Hotel complained about cases of stout missing from its cellars, while owners of godowns used as barracks demanded rent.

Bayly observed that he had no recollection of any question as to rent or other compensation being raised when the Navy entered into occupation. It must have seemed that the Royal Navy was being asked to pay for the privilege of saving Tientsin.

□ Main article in this feature is taken from *The Long Arm of Empire - Naval Brigades from the Crimea to the Boxer Rebellion* by Richard Brooks, published last year by Constable at £25.

Pictures courtesy of the Royal Naval Museum and the Royal Marines Museum.

● Below: Royal Navy sailors of the Naval Brigade come ashore in June 1900. Right: 'Betsy', the International Gun assembled from parts found in the Peking Legations.



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# Sporting chances

 **Navy News**

A look at sport and leisure opportunities in the Royal Navy

## Divers visit H-bomb fleet

**R**OYAL Navy personnel have taken part in an award-winning Joint Service expedition to what is considered to be the best wreck-diving site in the world, writes Lt Cdr Kim Godfrey, deputy leader of the expedition.

The 13-man team dived on ships sunk in the Bikini atomic and hydrogen bomb tests between 1946 and 1958 – and as well as a unique experience, the divers were able to collect scientific data and push back the boundaries of Service diving techniques.

As a result, Exercise Saratoga Crossroads has been chosen as the British Sub Aqua Club Expedition of the Year for 1999.

The expedition began with an extended-range diver course, held in Gibraltar, to allow the team fully to utilise their time in the Marshall Islands, a remote group in the South Pacific.

A four-day journey brought them to Bikini, and the shake-down dive gave them a taste of what to expect – a 32m swim down to the flight deck of the USS Saratoga, accompanied by two grey reef sharks and a turtle.

The carrier – bigger than the Titanic and sitting upright in 53m of water – was visited a further four times, including one dive which took the team into the hangar deck.

The force of the explosion which sank her had buckled the flight deck in places, so the Servicemen were exploring in confined space, thick silt and total darkness, passing Helldiver aircraft and racks of bombs before exiting through the aircraft

● A huge manta ray glides in to investigate operations during diving on the warship wrecks at Bikini.

lift and up the side of the bridge.

The other highlight was diving on the wreck of the Japanese battleship Nagato, flagship of Admiral Yamamoto.

The ship turned turtle as she sank, and sitting on a 16in gun with the bulk of the ship overhead was a moving experience.

Other wrecks visited included the US submarine Apogon – where the divers came across a massive manta ray – and the battleship USS Arkansas.

On the final day the team dived on a reef en route to Shark Pass, to assess the extent of coral bleaching.

They were able to report back to the expedition patron, TV naturalist Professor David Bellamy, that although there was not the diversity and quantity of coral seen in other locations, bleaching did not appear to be a problem.

The expedition then moved on to the Kwajalein Atoll, where conditions were far more rudimentary than on Bikini.

Inferior equipment meant that the team's diving on the German cruiser Prinz Eugen, which survived the Bikini tests, was not as extensive as had been the case in Bikini, but an introduction to members of the local scuba-diving club just before the British Servicemen left gave possible options for future expeditions.

The Prinz Eugen, inverted with her stern clear of the water and her bows at 30m, is one of around 30 wrecks at the atoll, a missile-testing range described by American defence workers as "the world's biggest baseball glove."



The final phase of Expedition Saratoga Crossroads was at Truk Lagoon, where much of the training, assessment and scientific work was carried out.

Five members of the team – Lt Cdr Godfrey (HQBF, Gibraltar), Lt Simon Fleisher (Fleet Diving HQ, Horsea Island), C/Sgt Geoffrey Power (RM, Lymington), Sgt Stephen Coley (RM Poole) and AB (D) David Moffatt (Fleet Diving HQ) – were from the Senior Service, while the sole civilian, Andrew Boorer, a radiation scientist from DERA, is a retired lieutenant commander.

The expedition was organised from HQ British Forces, Gibraltar, and funded from a number of sources, including the JS Expedition Trust Committee, Gibraltar Naval Trust, RN Sports Lottery and the RN/RM Sub Aqua Association.

Commercial sponsorship for the undertaking was provided by Traser (UK), Micro Business Systems, Gibraltar, Siemens Environmental Systems Ltd, O'Three Wetsuits and Apek Marine Equipment Ltd.

● Navy divers with a White Ensign on a 6m decompression stop at Bikini.



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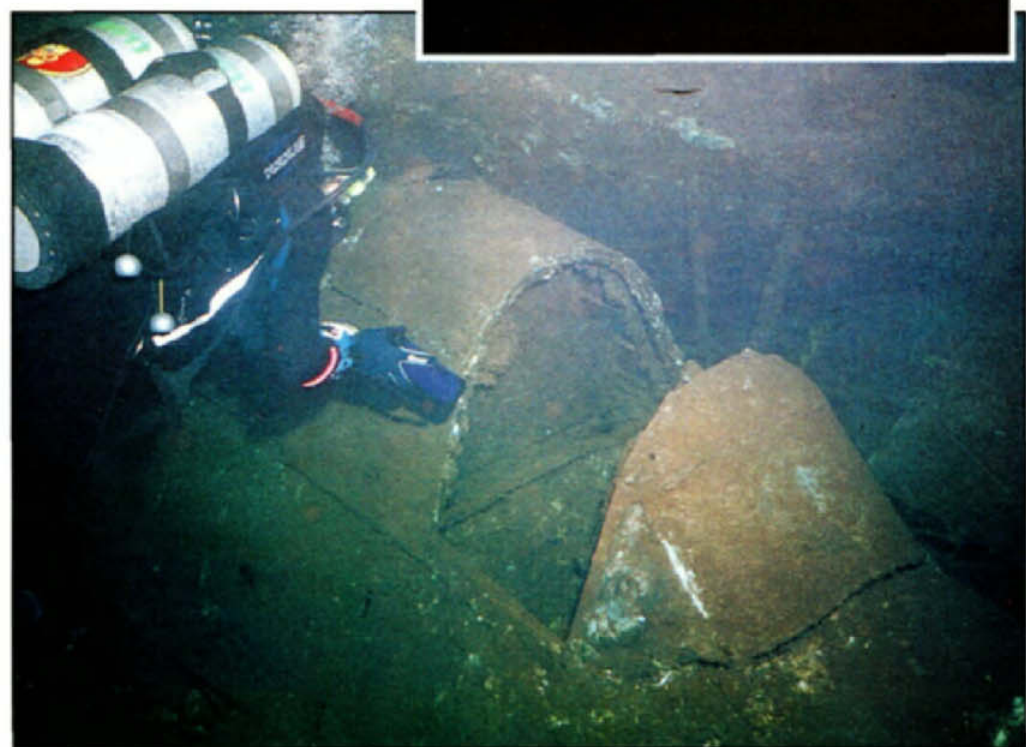
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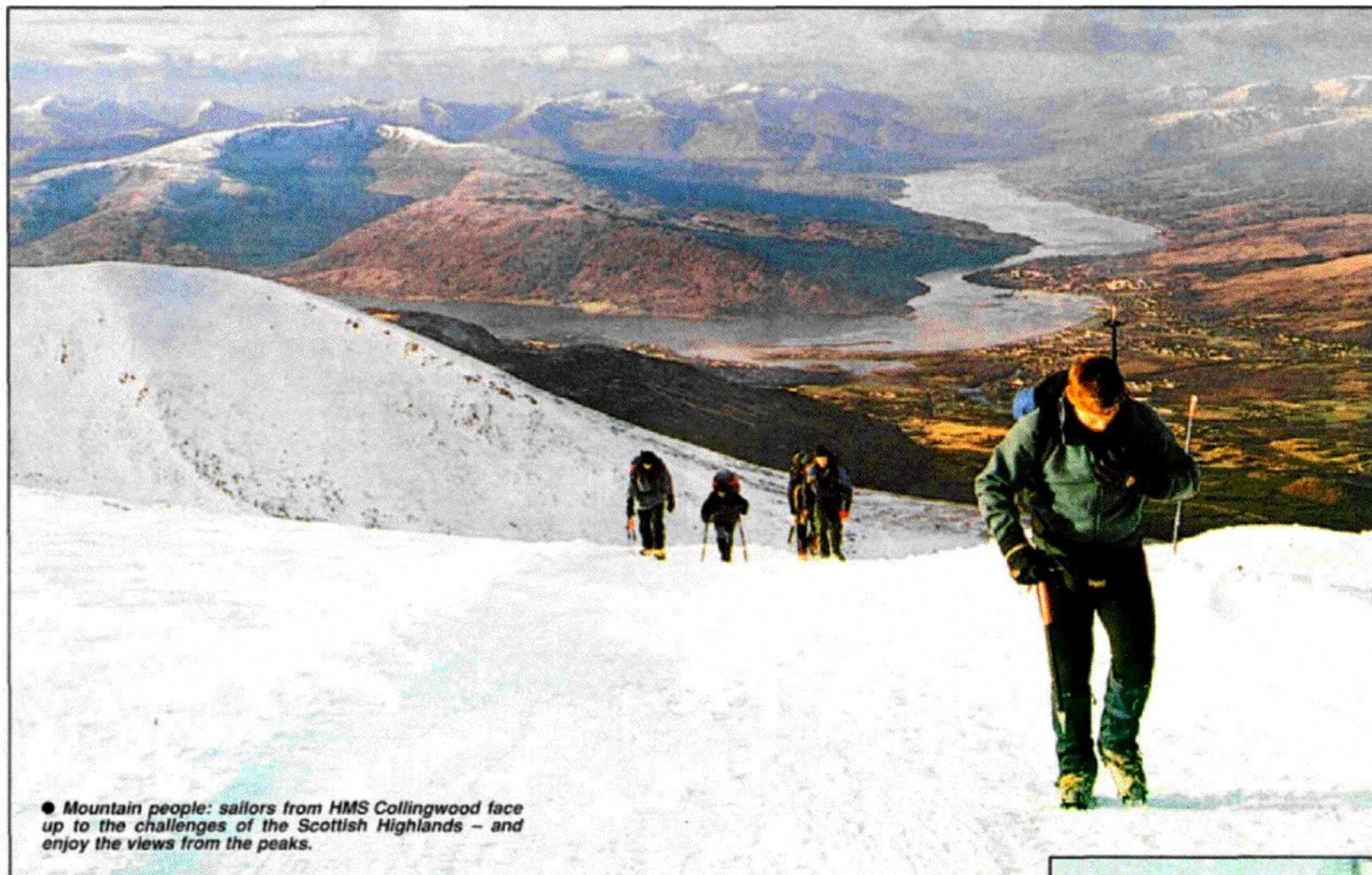
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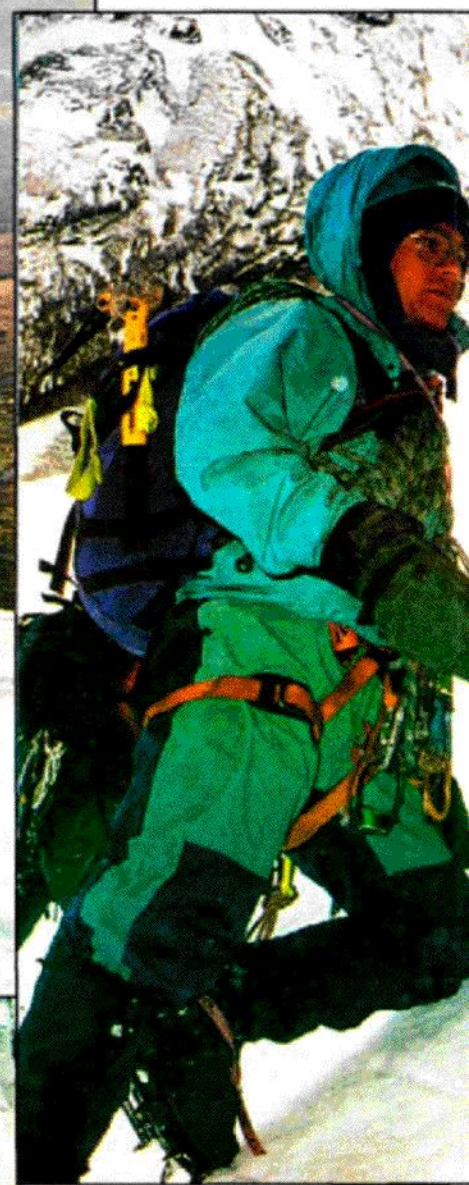


● A diver studies the cockpit of a well-preserved Helldiver aircraft on the wreck of the carrier USS Saratoga in Bikini Atoll.





● Mountain people: sailors from HMS Collingwood face up to the challenges of the Scottish Highlands – and enjoy the views from the peaks.



## Skills tested in the Highlands

A PARTY of sailors from Portsmouth Command took the opportunity to brush up their winter mountaineering skills in an expedition to Scotland.

The 16 sailors, many of them novices, were on the annual adventurous training trip led by Lt Dave Cummings, of HMS Collingwood.

Based at the Royal Navy's Pine Cottage in Newtonmore, the party had good access to some of the best mountains in the Scottish Highlands.

In all, five days were spent in the Cairngorms, on Aonach Mor (pictured above and below) and Ben Nevis, in what proved to be excellent winter conditions.

It was generally cold and bright, with plenty of good, firm snow, giving everyone the chance to become competent in basic winter walking skills such as the use of crampons and the ice axe arrest.

The party also received instruction in advanced techniques, such as avalanche prediction and snow and ice belays.

The expedition – Colscot 99

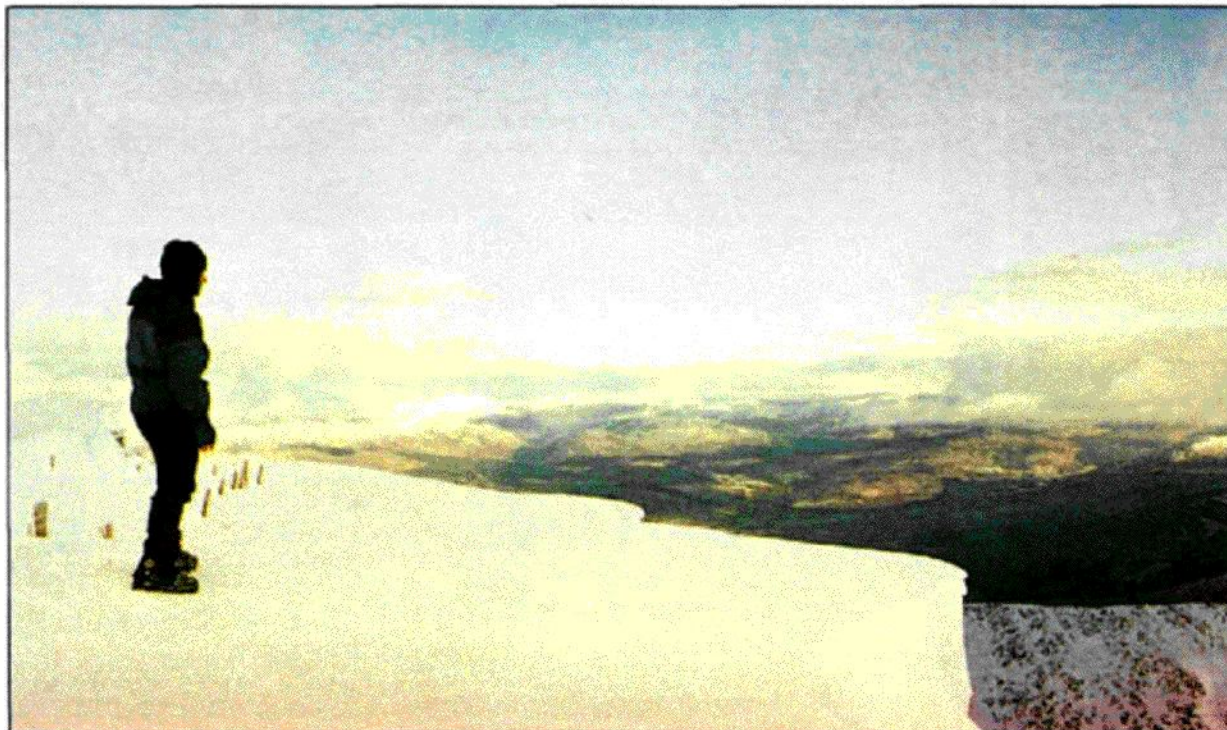
– included a night in the spartan CIC Hut on the side of Ben Nevis.

Highlight of the week was the final day's ascent of the Ben's No 2 Gully, a two-star, grade II climb.

Most of the party are regular climbers on the Portsmouth area Thursday night climbing wall circuit.

Anybody wishing to join them, whether experienced climbers or complete novices, should contact Lt Cummings on HMS Collingwood ext 2482 or Lt Cdr Alan Dinham on HMS Collingwood ext 2480 for further details.

■ Pictures:OM(C) Mark Townsley



● CPO 'Flow' Flower on Ben Nevis (above), and LWEM Phil Blight starting to ascend No 2 Gully, with CPO 'Whiskey' Walker guiding (top).



## Sporting chances

# Faslane offers a wealth of choice

**F**OR THOSE who enjoy their sport and leisure in all its forms, Faslane Naval Base probably offers as wide a choice of opportunities as any military establishment in the country.

Without the benefit of an urban location Faslane must stand or fall by its own sports provision, for both military and civilians personnel.

Perhaps the most obvious of the base's assets is the dry ski slope, which overlooks the loch and boasts a draglift.

The Neptune Ski and Board Club runs lessons every week in skiing and snowboarding, as well as open sessions.

Membership of the club provides free use of the dry slope and of equipment for use on the slope, worldwide insurance, and cheap ski and board rental.

The club also offers weekend trips to Scottish ski centres.

The Naval Base's Sportsdrome has undergone much improvement in recent years, and caters from everyone from the nervous beginner to the keen athlete.

Fitness fanatics have a range of machinery available in a cardio-vascular suite, a new aerobics suite and a new weights room.

They are proving so popular that personnel are having to stagger their lunch-breaks in order to ensure they can make their regular sessions.

Spinning has proved a hit – similar to aerobics, but done on cycle machines to music in small groups.

For those who seek gentler exercise, the Not So Fit Club is more relaxed and gentler on the muscles.

There is a 25-metre pool – dug out and

rebuilt less than four years ago – with activities from free swims to aqua aerobics, and children's swimming classes are run during school term times.

Neptune Sailing Club is the Clyde branch of the RN Sailing Association, and has HMSTY Gawaine, a Contessa 38, employed during the summer up the West Coast for adventurous sail training. She is available for use at other times of the year.

The club also has Scorchers III (a Moody S31) Fiasco (a Sonata) and Mull (a Liberty 22), and a fleet of Bosun dinghies.

All-weather pitches cater for the usual activities such as football, hockey and tennis, but the Scottish countryside adds another dimension.

A busy Adventurous Training section lends out equipment at nominal rates, so if you need a mountain bike, hiking gear or specialist clothing, you should find something that fits the bill.

"We can cater for virtually anything people want to do," said PT and Recreation Officer Lt John Hawkes.

"Canoeing, windsurfing, rambling, sub-aqua, Alpine ice-climbing – you name it, we cover it. The reaction of people coming here is that it's like an Aladdin's cave."

"Faslane is also an ideal base for Monroe-baggers."

"The key is that the Sportsdrome is fitted out to a high spec – it's getting more and more like a civilian leisure centre."

"That is how it has got to be – treating our people more like clients."

"We have high family use – submariners go away, so we care for their families. There is a creche, so mums can come in and have a good workout and not worry about the children."

For more details, contact the PT office on Faslane ext 6206 or 3616, or the Adventurous Training section on ext 3300.

● Sport for all at the Faslane Sportsdrome.

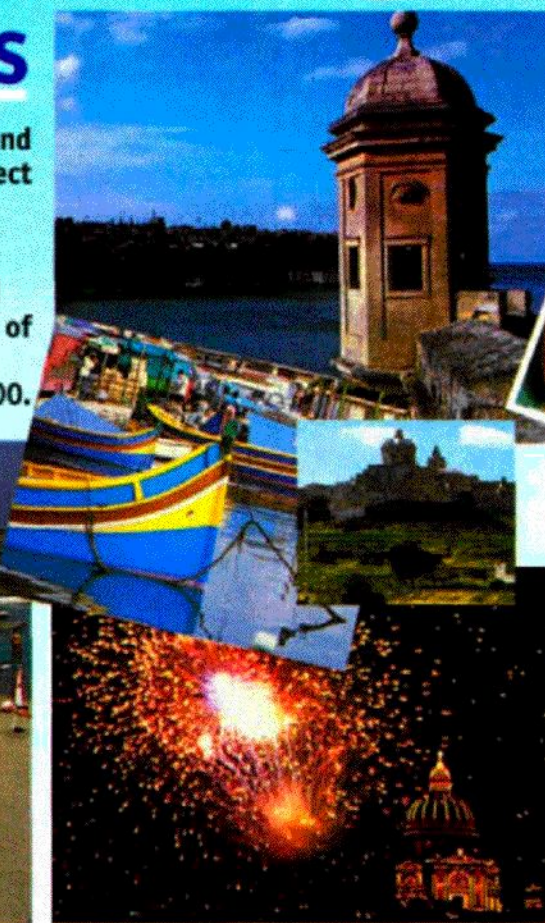


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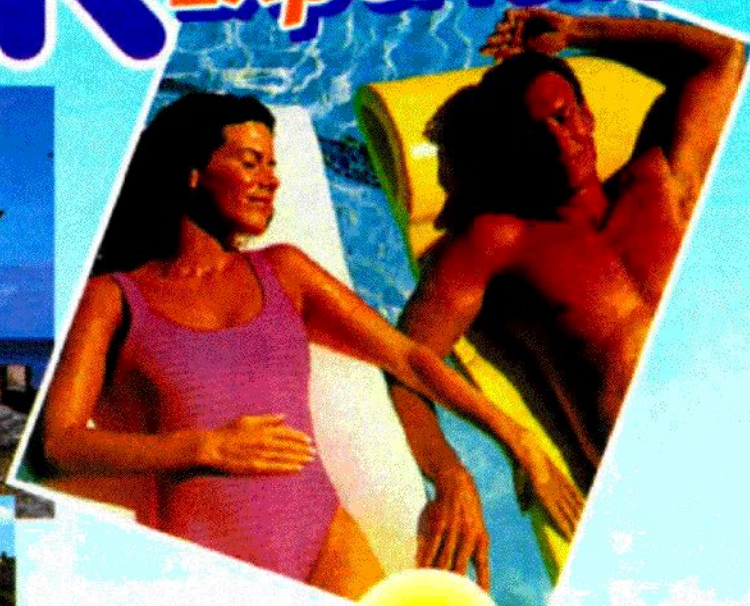
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## Sporting chances

# Get fell in for a feat of note

A NAVAL officer has put his name in the record books in the gruelling sport of fell-running.

The Bob Graham Round is possibly the greatest long-distance

fell-running classic, and to be eligible to become a member of the Bob Graham Club all you have to do is complete the 72-mile tour of 42 Lakeland peaks within 24 hours. This involves a total of more than 27,000ft of ascent.

The route has been completed by more than 500 people since Bob Graham's first round in the 1930s, but only eight people have successfully completed a Winter Round.

Lt Cdr Brian Meakin (JMOTS) became the ninth to do so – and the only runner ever to have completed a Winter Round without having previously achieved it in the summer.

Departing from Moot Hall, Keswick, at 9pm, Brian completed the round with

12 minutes to spare.

His run had to be brought forward by a day because of clear skies and a full moon.

Throughout the day temperatures never rose above freezing, and by night they dropped as low as minus 16C.

The route crosses roads at five points, and so is neatly split into sections.

At each road crossing a team of supporters would feed the runners and new pacers would join in.

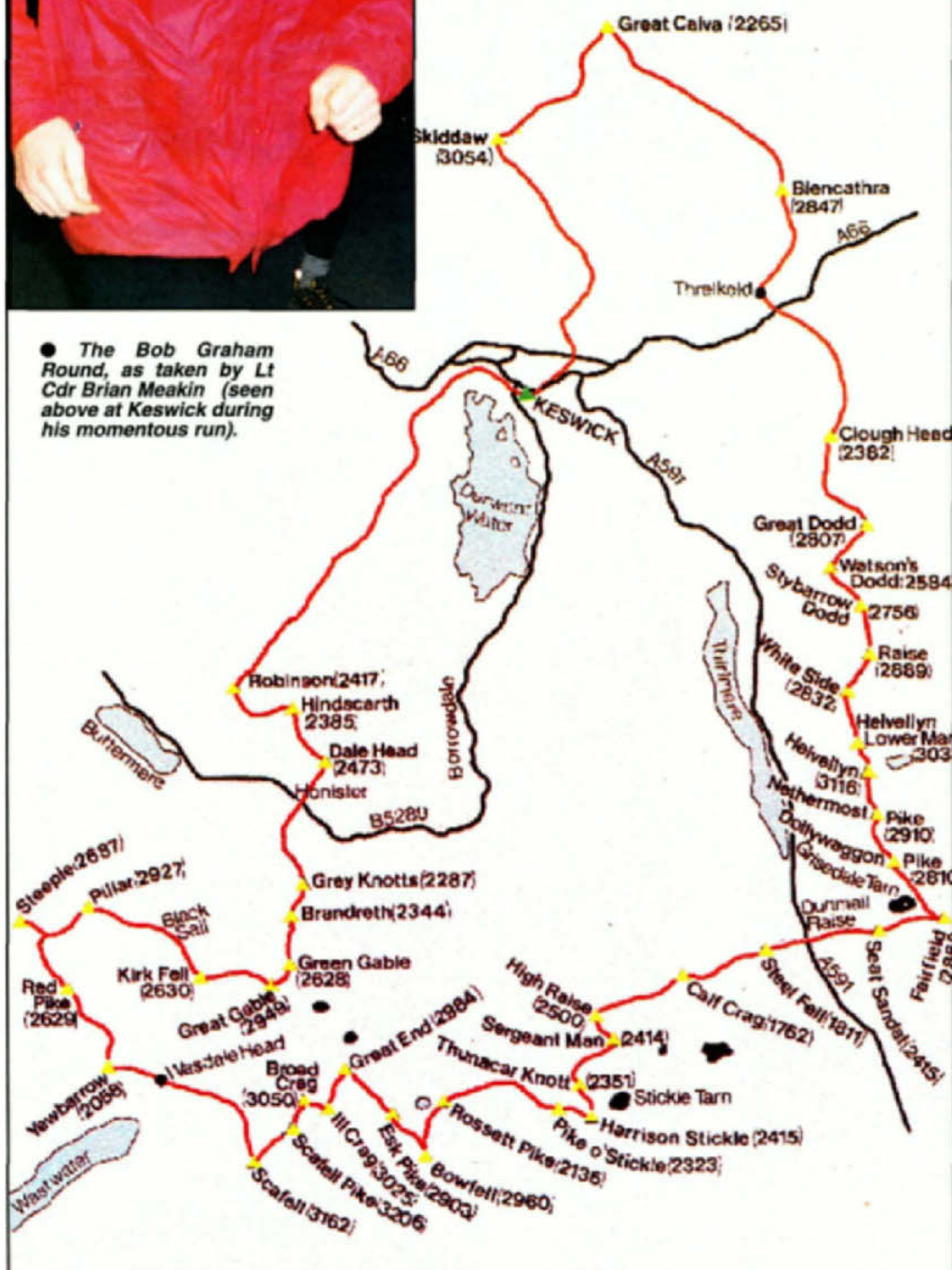
Walkers were pre-positioned on the mountains to provide hot drinks and cut steps and lay fixed ropes up an iced gully on Scafell.

The enduring memory of the whole round was from Pillar, with the sun setting down Wastwater, the moon rising over Great Gable, and being able to see the whole of the route laid out; from Skiddaw, around the Helvellyn range to the Scafells.

During his run, Brian also raised more than £2,000 for the fight against Multiple Sclerosis.



● The Bob Graham Round, as taken by Lt Cdr Brian Meakin (seen above at Keswick during his momentous run).



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